

SmartGrowth Leadership Group

Agenda for Meeting No. SG25/12

Date and time 15 December 2025 at 9:00am

Venue Bay Of Plenty Regional Council, 1 Elizabeth Street, Tauranga (Chambers)

SmartGrowth Leadership Group – Committee Members

Chairperson	Mayor James Denyer
Bay Of Plenty Regional Council	Cr. Stuart Crosby
	Cr. Kat MacMillan
	Cr. John Scrimgeour
	Cr. Kate Graeme (alternate)
Tauranga City Council	Mayor Mahé Drysdale
	Deputy Mayor Jen Scoular
	Cr. Marten Rozeboom
	Cr. Glen Crowther (alternate)
Western Bay of Plenty District Council	Cr. Margaret Murray-Benge
	Cr. Grant Dally
	Cr. Graeme Elvin (alternate)
Tangata Whenua Representatives	Matire Duncan
	Whitiora McLeod
	Riki Nelson
	Matemoana McDonald (alternate)
Minister for Local Government	Rebecca Maplesden (alternate)
Minister for Housing	Brad Ward (alternate)
Minister for Transport	
Waka Kotahi	Andrew Corkill (Non-voting)
	Cole O'Keefe (alternate)
Priority One	Dave Courtney (Non-voting)

Te Whatu Ora – Te Manawa Taki	Andrew Boyd (Non-voting)
Transport System Plan	Dean Kimpton (Non-voting)

Quorum 11

Meeting Frequency Quarterly

SmartGrowth Leadership Group – Terms of Reference

Purpose: The purpose of the Joint Committee (SmartGrowth Leadership Group) is to undertake and implement strategic spatial planning across the western Bay of Plenty sub-region¹ in accordance with the SmartGrowth Strategy and the outcomes from the Urban Form and Transport Initiative.

The SmartGrowth Leadership Group carries out its purpose in accordance with the delegations set out in the Agreement.

General Principles: The SmartGrowth Leadership Group operates under the following principles:

- Supporting an integrated approach to urban growth and strategic / spatial planning which incorporates cultural, economic, environmental and social well-being.
- Building on the SmartGrowth 'live, learn, work and play' vision.
- Reinforcing an integrated planning approach incorporating land use, all infrastructure and funding.
- Building on existing SmartGrowth work, including the outcomes from Urban Form and Transport Initiative, and the general SmartGrowth arrangements already in place.
- Adopting a shared evidence base so that all parties are using common data.
- Recognising and supporting the existing Urban Form and Transport Initiatives which will underpin the development of the 2023 SmartGrowth Strategy.
- Having an integrated SmartGrowth Strategy for the sub-region which includes the requirements for a future development strategy under the National Policy Statement on Urban Development.
- Taking account of the Western Bay of Transport System Plan and its priorities.
- Acknowledging the benefits of a collaborative approach to urban growth and spatial planning, and to share responsibility for such planning between parties.
- Supporting the values, and economic and social aspirations of tangata whenua while protecting cultural identity.
- Sustaining and improving the natural environment.
- Responding to climate change at a strategic level.
- Promoting affordable housing.

¹ The 'sub-region' refers to the territorial areas of Tauranga City council and Western Bay of Plenty District Council.

Monitoring and Review:	<p>The SmartGrowth Leadership Group has responsibility for:</p> <ul style="list-style-type: none"> Monitoring and reporting on the implementation of the Urban Form and Transport Initiative, including the key performance indicators. <p>Reviewing and recommending any changes to the SmartGrowth Strategy if circumstances change.</p>
Membership:	<p>That representation of the SmartGrowth Leadership Group be comprised of:</p> <ul style="list-style-type: none"> Three elected member representatives each as appointed by the contributing local authorities, including the Mayors of Tauranga City and Western Bay of Plenty District – voting Four representatives to be nominated by tāngata whenua - voting An Independent Chairperson, to be appointed by the Leadership Group, to chair the Group – voting Up to three Ministers of the Crown – voting Additional Ministers, if and when relevant and required – non-voting One Te Whatu Ora – Te Manawa Taki representative – non-voting One NZTA representative – non-voting One Water Services Entity B representative – non-voting One Transport System Plan representative – non-voting One Priority One representative – non-voting One alternate member per voting organisation <p>That the standing membership of the Leadership Group shall be limited to 22 members (including the Independent Chairperson), but the SmartGrowth Leadership Group has the power to co-opt up to a maximum of three additional non-voting members where required to ensure the effective implementation of any part or parts of the SmartGrowth Strategy.</p>
Meeting Frequency:	Quarterly, or as necessary and determined by the Independent Chairperson.

SmartGrowth Leadership Group

Agenda for Meeting No. SG25/12

Date and time 15 December 2025 at 9:00am

Venue Bay Of Plenty Regional Council, 1 Elizabeth Street, Tauranga (Chambers)

Order of Business

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3.	Conflict of Interest	-
4.	Public Forum (if required)	-
5.	Confirmation of Minutes (Paper A) Confirmation of the Minutes of the SmartGrowth Leadership Group: (SG25/09) dated 18 September 2025. Recommendation: That the minutes of the SmartGrowth Leadership Group (SG25/09) dated 18 September 2025 be confirmed as a true and correct record.	6

Part A: Agenda Business

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15.	<p>Public Excluded Session</p> <p>That the SmartGrowth Leadership Group:</p> <ol style="list-style-type: none"> 1. Agree that the public be excluded from the following parts of this meeting: <ol style="list-style-type: none"> a) Approval of Closed Minutes – 23 June 2025 b) Priority Development Area Tracker 2. Note that this resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and that the reports are to be considered under closed in accordance with s7(2)(i) - enables any local authority holding information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). 3. Noted that at the end of the closed session the meeting will move back into open. <p>NB – The agenda for the “Public Excluded session” will be circulated separately.</p>	-

**Minutes of Open Meeting No. SG25/09 of the SmartGrowth Leadership Group
held on 18 September 2025
at Tauranga City Council, 90 Devonport Road, Tauranga**

Present

Chairperson	Mayor James Denyer
Bay of Plenty Regional Council	Cr. Stuart Crosby Chair Doug Leeder Cr. Kat MacMillan (alternate)
Tauranga City Council	Deputy Mayor Jen Scoular Cr. Marten Rozeboom Cr. Glen Crowther (alternate)
Western Bay of Plenty District Council	Deputy Mayor John Scrimgeour Cr. Don Thwaites
Tāngata Whenua Representatives	Matire Duncan Whitiora McLeod Riki Nelson
Minister for Housing	Sarah Stevenson
Minister for Transport	
Waka Kotahi	Andrew Corkill (Non-voting)
Priority One	Todd Muller (Non-voting)
Transport System Plan	Dean Kimpton Matthew Kilpatrick (alternate)
Quorum	11
Meeting Frequency	Quarterly

THESE MINUTES ARE YET TO BE CONFIRMED

To be confirmed by the SmartGrowth Leadership Group on 15 December 2025 Page 6 of 138

In Attendance

SmartGrowth

Craig Batchelar – SmartGrowth Strategic Advisor
Nichola Lennard – SmartGrowth Technical Advisor
Te Pio Kawe – SmartGrowth Pou Ārahi Advisor
Elisha Rolleston – SmartGrowth Kai Ārahi Advisor
Juanita Assink – SmartGrowth Coordinator

Bay of Plenty Regional Council

Fiona McTavish – Chief Executive Officer
Adam Fort – Principal Advisor: Strategic Planning

Tauranga City Council

Marty Grenfell – Chief Executive Officer
Andrew Mead – Manager: City Growth & Planning
Bradley Bellamy -

Western Bay of Plenty District Council

Miriam Taris – Chief Executive (Acting)
Emily Watton – General Manager, Strategy & Community (Acting)

Kainga Ora

Ernst Zollner – National Manager: Urban Growth Partnerships
Peng Zhang – Senior Advisor, Urban Growth Partnering

SG25/09.01 KARAKIA TĪMATANGA

Te Pio Kawe opened the meeting with a Karakia.

Welcome extended to Todd Muller on behalf of Priority One.

SG25/09.02 APOLOGIES

Apologies for absence received from Mayor Mahé Drysdale, Pauline McGrath, Rebecca Maplesden, Cr. Jane Nees, Mark Rawson, Darlene Dinsdale.

Apologies for early departure received from Marty Grenfell, Mayor James Denyer with Cr. Crosby confirmed to assume role as Chair.

Moved: Cr. Stuart Crosby / **Seconded:** Deputy Mayor John Scrimgeour

That it be Resolved

That the apologies be accepted.

CARRIED

SG25/09.03 DECLARATION OF CONFLICTS OF INTEREST

Matire Duncan noted a conflict as Chair on Te Tumu Kaituna 14 which is on the agenda.

SG25/09.04 PUBLIC FORUM

There were no public forum items.

SG25/09.05 CONFIRMATION OF MINUTES – SMARTGROWTH LEADERSHIP GROUP

A change of agenda order was proposed and confirmed.

Moved: Cr. Kat McMillan / **Seconded:** Cr. M Roozeboom

The Committee considered the minutes of:

- SmartGrowth Leadership Group (SG25/06) dated 23 June 2025
circulated with the agenda.

Moved: Matire Duncan / **Seconded:** Deputy Mayor John Scrimgeour

THESE MINUTES ARE YET TO BE CONFIRMED

That it be Resolved

That the minutes of:

- SmartGrowth Leadership Group (SG25/06) dated 23 June 2025

be confirmed as a true and correct record.

CARRIED

SG25/09.06

SMARTGROWTH QUARTERLY REPORT (PAPER B)

Craig Batchelar spoke to the SmartGrowth Quarterly Report (Paper B) which was taken as read.

- Development Sector Group requested a briefing on scope of the Leading for Delivery Subcommittee which has been provided with positive feedback received.
- Group updated on workstreams by various Council staff, presentation on TCC Urban Design Panel.
- Development levy discussion with high level of concern from developers of prospects from multiple organisations able to charge development levels, concerns of complexity along with potentially sizeable increases in costs for development.
- Road pricing & tolling discussion with request for an update on the impacts of the proposed changes at meeting scheduled on 10 December 2025.

That it be Resolved

That the **SmartGrowth Leadership Group**:

1. **Receives** the Quarterly Report on activities for September 2025.
2. **Notes and endorses** the appointment of Darlene Dinsdale as Tangata Whenua Representative to the SmartGrowth Leadership Group.

CARRIED

Moved: Matire Duncan / **Seconded:** Cr. Stuart Crosby

SG25/09.07

RESOURCE MANAGEMENT REFORMS (PAPER C)

Craig Batchelar spoke to the Resource Management Reforms paper (Paper C) which was taken as read:

- Craig acknowledged Nichola Lennard for the work and preparation of submissions.
- Collaboration process worked well between partners as worked through proposals which assisted alignment of partners own submissions.
- Preparing for change which is follow on from previous meeting which initiated discussion on this. Key points in paragraph 15 were highlighted on timing and, regardless of system, the value of the relationships developed through SmartGrowth.

THESE MINUTES ARE YET TO BE CONFIRMED

- Going for Housing Growth discussion document was most significant of the submission SmartGrowth has completed. Key items from this for SmartGrowth were housing targets: will require additional 22,000 houses as requires use of higher projection with 20% margin and requirement of 30 years of live zoning.
- Opportunities for Maori coming out of this along with challenges.
- Query was raised with delay for Te Tumu, and new inundation reports having an impact on current proposed housing to be developed, will targets of SmartGrowth plan be delivered? Noted that housing delivery is well below past levels of delivery, but this is also an issue nationally.
- It is one thing to set a high target for reason of having abundant land supply to manage house prices, however there are significant environmental and construction constraints in this subregion. The submission included a request for a more nuanced approach as to how targets are set as the blanket approach target is unlikely to be met.
- Looking at targets through a sub-regional lens, i.e. there is no additional land for industrial in the city.
- Social housing not seen as local government responsibility. The role of SmartGrowth Strategy should be to get the mix right, and how we facilitate the mix of rentals, social houses, affordable housing, market driven housing, which the sub-region doesn't currently have.
- Covenants which dictate quality and price of homes, with every new subdivision having covenants which drive cost up.
- Each of the PDA's have their barriers, whether land prices, geography, developer interest, land access with view being to continue to move forwards.
- If Te Kainga was unable to proceed, Belk Road would be the backup. What is the process to determine the allocation between Te Kainga and Upper Belk Road? The next HBA and FDS update is where the decision on the 8,000 homes allocation needs to be made. In terms of timing, this will be within the next two years.

Moved: Cr. Stuart Crosby / **Seconded:** Cr. Kat McMillan

That it be Resolved

That the **SmartGrowth Leadership Group:**

1. **Receives** the report Resource Management Reforms.
2. **Notes** the SmartGrowth submission on National Direction Packages 1 and 2 in Appendix 1 and Going for Housing Growth in Appendix 2.
3. **Notes** the early thinking on preparing for change as outlined in Appendix 3 and that a further report on this be provided in early 2026.

CARRIED

THESE MINUTES ARE YET TO BE CONFIRMED

SG25/09.08 TE TUMU URBAN GROWTH AREA (PAPER D)

Bradley Bellamy spoke to the Te Tumu Urban Growth Area report (Paper D) which was taken as read:

- Emails received from Mr Ford 17 September and 18 September 2025 were tabled.
- In 2016 through the SmartGrowth Committee, decisions made to progress structure plan and rezoning of Te Tumu which commenced in 2017 in close collaboration with the three landowners, including Ford Land.
- A lot of progress has been made toward the plan change, but with critical issues emerging with the Maori Land Court process for TK14 which is largest Maori land block in Te Tumu on Western end of Te Tumu where access and services come from. Maori Land Court process did not enable the access and services to be confirmed to be installed from the west of Te Tumu.
- Work has since been undertaken with the TK14 Trust to address the complexities and challenges for the Maori Land Court process.
- In 2020, the government changed the NPS-FM with restrictive provisions around wetlands, such that given the nature of the land with Wairakei Stream, Kaituna River and some of the wetlands, it compromised the urban growth area.
- Infrastructure costs for stormwater and wastewater have been considered through City Futures Committee looking to find more affordable ways to progress with urbanisation for Te Tumu.
- With Government “plan stop” announcements, ceasing plan changes through RMA with Te Tumu being caught up in this. Consideration to be given to application to proceed with an exemption application.
- Te Tumu remains a key focus for urban development for TCC, with significant issues to be worked through over coming months / years.
- 8B1 block access – focus between TCC ownership and Ford Land – structure plan shows 2 key arterial roads connecting into Ford Land - Te Okuroa Drive and can go beneath 8B1 land via the Cameron property acquired by TCC. The Boulevard is unable to progress through 8B1 at this time. Doesn't compromise ability for Ford Land to continue with the development of their land.
- Te Okuroa Drive is shown to be 4 lane arterial road with significant capacity to accommodate development in Ford Land. More work is required on limitations for development on Ford Land.
- In consideration of this scenario, would emergency management / evacuation be met if there is limited access way? Te Tumu will be more resilient to natural hazard risk as wouldn't have tsunami water / floodwater over it, therefore risk in an emergency may not be as critical as other parts of Papamoa.
- The Fords are considering funding and building Kaituna Link road across the river which may provide additional way out. Aspiration of Fords being infrastructure to progress unilaterally without Council input or funding which is a TCC matter to address.
- Presentation to TCC by the Fords on the Kaituna Link which, if proceeds, links well to Rangiuru development with straight line access to potential employees from Rangiuru Business Estate. From safety perspective,

THESE MINUTES ARE YET TO BE CONFIRMED

provides for another route out of Papamoa East zone. No commitment from TCC for funding.

- Resolutions passed by TCC were to support developer investigations into Kaituna Link road. In relation to wastewater, which is an issue for the wider Te Tumu area, resolutions were to support the developer investigations alongside undertaking with Western Bay further investigations on new treatment plant in Eastern Corridor alongside with other development options, i.e. the fast track applications within the area.
- It was confirmed this is a TCC matter to progress, with recommendations noting the SmartGrowth support of the development. Plan changes and infrastructure sit with TCC.

Moved: Mayor James Denyer / **Seconded:** Cr. Stuart Crosby

That it be Resolved

That the **SmartGrowth Leadership Group:**

1. **Notes** the contents of this report, including recent landowner correspondence and the current status of the Te Tumu Plan Change.
2. **Acknowledges** the recent Tauranga City Council resolutions on Te Tumu, including:
 - a) Support for Tumu Kaituna 14 Trust to progress a revised Māori Land Court application where this aligns with a mandate from its beneficial owners;
 - b) Resolutions to enable further investigation of transport access options (including the Kaituna Link) noting the position of the Te Tumu Kaituna 8B1 Trust with regard to road access through the block; and
 - c) Ongoing consideration of alternative wastewater servicing solutions.
3. **Notes** the informal workshop on alternative wastewater solutions with Te Tumu landowners and SmartGrowth representatives held on 12 August 2025.
4. **Notes** upcoming TCC decision-making on planning pathways for the rezoning of Te Tumu for urban development taking account of ongoing resource management reform and the recent Plan Stop announcements.
5. **Recognises** the importance of Te Tumu as a Priority Development Area within the SmartGrowth Strategy and Future Development Strategy, with the potential to provide significant housing capacity and community facilities for the sub-region.
6. **Supports** continued collaboration (including next steps described above) between landowners, tangata whenua, councils, and central government agencies to address the remaining barriers to rezoning and development.

CARRIED

THESE MINUTES ARE YET TO BE CONFIRMED

SG25/09.09

TRANSPORT SYSTEM PLAN (PAPER E)

Dean Kimpton spoke to the Transport System Plan update (Paper E) which was taken as read.

- Matthew Kilpatrick was welcomed to the meeting.
- Transport System Plan taking a light approach taken reflecting operating and funding constraints.
- Project Management Group meeting monthly with the Executive Group meeting less frequently (2-3 times per annum).
- Transport System Operating Framework ("TSOF") being a key piece of work is going through version 3 review to ensure 30-year view of what the system needs to look like to contribute to the 10-year RLTP funding plan with recommendations.
- Continuing with TSP work undertaken. Key focus is the TSOF framework which is undertaken 3 yearly to ensure projects in the TSP programme are fit for purpose and appropriately address the challenges for SmartGrowth and transport challenges for region.
- TSOF over next month working through reviewing the existing projects in the TSOF programme ensuring partner representatives are comfortable.
- Query raised as to when in low resource mode, what triggers this vs trigger for high resource mode and how is this aligned?
 - Tied to most recent GSP announcement in 2024 with no further funding provisions, with the Executive Steering Group ("ESG") executive aware of future work to be undertaken. Matt now assuming the Project Manager role for the next 6-12 months.
 - Will continue to review the intent for TSP on an ongoing basis.
- Priority for the ESG working alongside the PMG to reflect the need for long term strategic planning and how the need to enable growth and housing and other outcomes through transport hasn't changed and is still required over the 30-year horizon. Continuing with this work, maintaining collaboration between NZTA and steering group should have a platform, even if not investing at the same rate, and that should things change, and demand lifts, we will have a strong platform to connect.
- Continue to achieve everything able to whilst there is less funding than past GPS and governments, things are staged and scaled accordingly to ensure deliverability.
- Consideration has been given to self-funding the business case for public transport due to no funding being available via the NLTP. This would be a decision for the Councils.

Moved: Cr. K McMillan / **Seconded:** Cr. M Roozeboom

That it be Resolved

That the **SmartGrowth Leadership Group:**

1. **Receives** the Update Report for September 2025.

CARRIED

THESE MINUTES ARE YET TO BE CONFIRMED

SG25/09.10

PUBLIC EXCLUDED SESSION

The SmartGrowth Leadership Group:

1. **Agree** that the public be excluded from the following parts of this meeting:
 - a) Approval of Closed Minutes – 23 June 2025
 - b) Priority Development Area Tracker
2. **Note** that this resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and that the report are to be considered in public excluded in accordance with s7(2)(i) - enables any local authority holding information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).
3. **Noted** that at the end of the closed session the meeting will move back into open.

Moved: Mayor James Denyer / **Seconded:** Matire Duncan

That it be Resolved

The meeting moved to closed at 1:47pm

The meeting resumed in open at 1:53pm

CARRIED

SG25/06.13

OTHER BUSINESS

There was no other business.

SG25/06.14

KARAKIA WHAKAMUTUNGA

x formally closed the proceedings.

The meeting concluded at 1:53pm

THESE MINUTES ARE YET TO BE CONFIRMED

To be confirmed by the SmartGrowth Leadership Group on 15 December 2025 Page 14 of 138

Confirmed as a true and correct record.

Mayor James Denyer
Chairperson

Date:

Quarterly Report December 2025

Committee name	SmartGrowth Leadership Group
Meeting date	Monday, 15 December 2025
Author(s)	Craig Batchelar – Strategic Advisor Nichola Lennard -Technical Advisor
Purpose	To update the SmartGrowth Leadership Group on progress across the SmartGrowth work programme for the October–December 2025 quarter, highlight key changes in the operating environment, and identify upcoming actions and decisions required to maintain alignment across partner agencies and support coordinated delivery of growth and infrastructure priorities

Executive Summary

SmartGrowth’s operating environment remains fluid, with major reforms across housing, transport, local government, funding, and the planning system reshaping responsibilities and delivery pathways. Key updates include pending RMA reform, LGA simplification, time-of-use charging legislation, and upcoming development levy reforms.

The Implementation Plan workstreams are progressing, including the Housing System Plan refresh, Development Opportunities process, Commercial Centres Strategy, and Te Puna-Minden Spatial Plan.

Growth data shows slowing short-term population trends but significantly higher long-term projections.

Strategic alignment work continues through the Hamilton–Tauranga Corridor Study and regional energy initiatives.

Engagement with partners and sector stakeholders remains active.

Recommendations

That the SmartGrowth Leadership Group:

1. **Receives** the report “Quarterly Report December 2025”.
2. **Approves** the Operating Environment Statement for inclusion in the Implementation Plan.
3. **Notes** the intention for aligned, joint reporting with Future Proof on the findings and recommendations from the Hamilton to Tauranga Corridor Study.

Operating Environment

The national operating environment remains highly dynamic, with several overlapping reforms that will shape the timing, sequencing, and responsibilities for urban growth and infrastructure delivery across the sub-region.

The Operating Environment Statement (OES) forms part of the Implementation Plan and is reviewed each quarter.

An updated OES is included in Appendix 1, showing changes since the last update in August 2025

There are several significant updates, summarised below.

Housing and Business

The Government has released an updated Government Policy Statement on Housing and Urban Development. This sets the direction for housing and urban development through outcomes and priorities.

Government has announced a new contestable Flexible Fund for social housing which will be available from 1 July 2027. A Housing Investment Plan has also been announced which will support between 675 and 770 social homes and affordable rentals in its initial phase. 40 to 50 of these are earmarked for Tauranga.

Infrastructure

The Public Works (Critical Infrastructure) Amendments Bill had its third reading on 21 August 2025. It will speed up land acquisition for certain critical public works projects and ensure landowners are fairly compensated.

The changes are expected to accelerate the acquisition of land needed for public works projects that will be listed in Schedule 2A of the Public Works Act. These are based on projects listed in Schedule 2 of the Fast-track Approvals Act and the Roads of National Significance listed in the Government Policy Statement on Land Transport 2024.

Transport

The Land Transport Management (Time of Use Charging) Amendment Bill has now passed into law which establishes a framework for implementing time of use charging schemes.

Funding and Finance

An exposure draft of the Local Government (Infrastructure Funding) Amendment Bill to implement the development levies system is currently being consulted on along with a Going for Housing Growth: Supporting Growth Through a Development Levies System consultation document.

The Government has agreed to progress a rates cap for local government. This is likely to be within a target range of 2 to 4 per cent per capita, per year. Targeted consultation with stakeholders to finalise implementation, local considerations and legal details will run from 1 December to February 2026. The Government aims to enact legislation during 2026 and be law from 1 January 2027. The full regulatory model will be in place by 1 July 2029.

Resource Management System Reform

Drafting of the new Planning Act and Natural Environment Act is well underway. The first tranche of legislation is expected before Christmas. SmartGrowth is preparing for a coordinated response across partner councils, reported separately on this agenda.

The Fast-track Approvals Amendment Bill is currently at Select Committee stage. The Bill aims to improve competition in the grocery sector by allowing supermarkets to apply for consents under Fast-track, and ensure the Act is operationally and procedurally efficient.

Local Government Reform

The Government has announced two proposals that would fundamentally change local government in New Zealand. The first proposal is to replace elected regional councillors with new Combined Territories Boards made up of mayors from the region's city and district councils.

The second proposal is for each Combined Territories Boards to prepare a regional reorganisation plan within two years of establishment. These plans would assess how councils across a region can best work together to deliver efficient and effective local infrastructure, public services, and regulatory functions.

Consultation on these proposals is open now until Friday 20 February 2026. Legislation is anticipated to be introduced by mid-2026 and finalised in 2027.

Building Act Reform

The Government has announced significant changes to the building consent system. The building and construction sector's liability settings will be changed from joint and several liability to proportionate liability, and the amendments will also make it easier for Building Consent Authorities (BCA) to voluntarily consolidate their functions. This includes removing the requirement for a Territorial Authority to be a BCA providing they transfer their building control functions to another accredited BCA.

A draft Bill covering liability setting changes and measures to enable BCA voluntary consolidation will be introduced to Parliament in early 2026.

Implementation Plan Workstreams

Development Opportunities Process

The Development Opportunities Process is being used to identify and test potential new opportunities for delivery of housing and business land as an input to a future Regional Spatial Plan, or other delivery initiatives.

Seven expressions of interest have been received and are currently being evaluated. Some of the information is commercially sensitive, with a report provided in the closed agenda for SLG.

Housing System Plan Refresh

Work to refresh the Housing System Plan has recommenced in partnership with Kāinga Ora, focusing initially on re-establishing an effective cross sector working group to lead the initiative. The working group has been in recess for more than two years awaiting clarity on the changed policy direction.

Commercial Centres Strategy (TCC)

TCC and WBOPDC are advancing the Commercial Centres Strategy with SmartGrowth oversight to ensure alignment with wider growth sequencing, transport planning, and community infrastructure needs.

Te Puna and Minden Spatial Plan (WBOPDC)

Over the last quarter, the Te Puna–Minden Spatial Plan progressed through Community Ideas Forums and targeted engagement with key landowners and tāngata whenua, which is continuing through December.

The Forum will help shape the next round of public engagement, providing valuable input for the next stage of the process toward a draft Spatial Plan.

Road Pricing and Transport Funding (NZTA)

NZTA will provide a presentation to SLG. The presentation slides are on this agenda (PAPER J)

Monitoring

Priority Development Areas

The Priority Development Area Tracker contains some information that is commercially sensitive, with a report provided in the closed agenda for SLG.

Annual Development Trends Report

The report is complete and under internal review and has been published on the Council and SmartGrowth websites.

There is separate report on this agenda. The joint analyst team will make a presentation on the key findings and be available to answer questions.

Subnational Population Estimates

Stats NZ recently released provisional subnational population estimates as at 30 June 2025¹.

In the year ended June 2025, provisional estimates of the population usually living in each area within Aotearoa New Zealand indicate almost all areas had slower population growth than in 2024, with national population growth decreasing from 1.7 percent in the year ending June 2024, to 0.7 percent in 2025.

Tauranga-Western Bay of Plenty's growth rate is slowing compared to previous years, consistent with the indicators in the Development Trends Report.

Population Projections Update

Stats NZ released updated sub-regional population 30 years projections on 26 September 2025. The new data indicates stronger growth than previously anticipated, with annual rates of 1.1–1.8% for Tauranga and Western Bay, among the highest nationally, second only to Selwyn.

The updated Stats NZ projections reflect underlying demographic strength: continued migration, natural increase, and Tauranga–Western Bay's enduring lifestyle and employment appeal.

Partners have expressed a mixture of surprise and concern at the projections. If the high-growth scenario occurs, the sub-region could reach 372,700 residents by 2053, about 90,000 more people than the previous projection series suggested (≈ 60,000 in Tauranga and 30,000 in Western Bay). The main change from the 2018-based projections is higher expected net migration and sustained natural increase, reversing earlier assumptions that population ageing would lead to natural decline by the 2030s.

A concern raised in submissions on the RM reform was that the land supply targets based on Stats NZ projections may overstate demand and inflate land supply targets. The intention is for partners to closely examine the projections and assumptions, and report back on their implications for regional planning and potential GfHG settings.

A presentation on this issue is included as part of the Development Trends item.

KPI Reporting

A report on current KPI progress is included in this agenda.

Following the Strategy update last year, the KPI framework is being re-evaluated. Waka Kotahi is assisting with data gaps, and a refreshed monitoring framework will be reported back in 2026.

¹ https://www.stats.govt.nz/information-releases/subnational-population-estimates-at-30-june-2025/#seven_cities

Strategic Alignment

Hamilton–Tauranga Corridor Project

The Hamilton–Tauranga Corridor Project (H2T) being undertaken jointly with Future Proof continues to progress.

The project is intended to provide an evidence base for:

- integration of corridor priorities into both regions' spatial planning and potentially Regional Deal frameworks;
- input into Waka Kotahi's long-term investment planning (through the 2027–2037 NLTP cycle); and alignment with ongoing work on the Upper North Island rail strategy and freight resilience.

The initial findings of the H2T Spatial Study indicate that the most significant future growth and transport impacts are expected to occur in the smaller towns and settlements along the corridor, particularly within the Waikato sub-region and extending east toward Matamata, rather than within the main centres of Hamilton and Tauranga. These areas are likely to experience the greatest relative change in land use, travel demand, and infrastructure pressure, underscoring the need for coordinated inter-regional planning and investment.

The draft report was released for stakeholder engagement through October/November, led by Future Proof. WBOP stakeholders were included in this engagement.

A market analysis looking at option feasibility has also been commissioned and completed in response to joint governance direction.

An outline of the H2T project was provided to CTWF at its October meeting and there was significant interest, including identification of rohe for WBOP hapu that extend into the Waikato. A further report on progress was provided to CTWF on 10 December 2025.

Future Proof are working towards reporting the study outcomes through their governance group (Future Proof Implementation Committee) in February or March 2026 and a parallel process for SmartGrowth is proposed to enable joint reporting and decision making.

Future Proof have also proposed a further informal joint governance meeting in early 2026 to discuss the project, and other interregional matters.

Our Energy Future

Priority One is leading regional efforts to support a resilient and low-emissions energy future for the Western Bay subregion. Their energy project is driving collaboration across local industry, councils, and central government to improve energy efficiency, accelerate renewable generation, and strengthen energy security.

Following the successful Energy Summit in October, they have established an Energy Leadership Group bringing together major energy users, generators and councils. The group will drive a programme of work and ultimately help to develop a regional strategy.

The programme aligns closely with SmartGrowth's implementation priorities. SmartGrowth's role will be to stay connected and support alignment. Priority One will provide a substantive progress update to SLG in December.

See Priority One presentation on this agenda. A representative will be available to answer any questions.

Upper North Island Strategic Alliance (UNISA)

The Upper North Island Strategic Alliance (UNISA) was established in 2011 and is a collaboration between Northland, Waikato and Bay of Plenty Regional Councils, Auckland Council, Whangarei District Council and Hamilton and Tauranga City Councils. There is also representation from the DIA, NZTA and MBIE.

Tauranga City Council will be the administering agent for UNISA for the next three years.

UNISA is interested in the Hamilton to Tauranga Corridor work and is being kept informed on progress.

The UNISA Infrastructure Development Plan 2025 was agreed and adopted by all UNISA members as the shared statement of infrastructure priorities. The provides a unified, inter-regional view of the Upper North Island's priority infrastructure needs across transport, freight, ports, and energy. It identifies 21 major programmes and projects with the greatest strategic benefit for the region and New Zealand, assessed against nationally aligned criteria. The Plan emphasises collective benefits, resilience, growth enablement, and coordinated engagement with central government.

The UNISA Infrastructure Development Plan 2025 can be found at the following link:

<https://hamilton.govt.nz/assets/Uploads/Documents/UNISA-IDP-Version-1-Final.pdf>

Eastern Bay of Plenty Spatial Plan Implementation

The spatial plan supports existing and upcoming planning initiatives, including Whakatāne's Growth Strategy, initially focusing on Awakeri and Matatā, Ōpōtiki's Hukutaia development, and Kawerau's District Plan review.

Following the 2025 Local Government elections, partner Councils will consider project governance for the continued coordination, risk management, and implementation of both the Eastern Bay Spatial Plan and the Eastern Bay of Plenty Economic Development Strategy Refresh.

Stakeholder Communications and Engagement

Development Sector Group

The Development Sector Group (DSG) met on 10 September 2025. Development community feedback continues to emphasise the value of clarity, consistency, and communication from councils during the period of reform.

Development sector involvement in the Housing Working Group and System Plan update is on the agenda for discussion.

A verbal update will be provided at the SLG meeting.

Governance and Administration

SLG Membership

Following the recent local elections, the following changes in SLG membership are noted:

WESTERN BAY OF PLENTY DISTRICT COUNCIL - new members –

Cr. Margaret Murray-Benge

Cr. Grant Dally

Cr. Graeme Elvin (alternate)

BAY OF PLENTY REGIONAL COUNCIL - new member –
Cr. Kate Graeme (alternate)

COMBINED TĀNGATA WHENUA FORUM:

Matemoana McDonald was recently voted to be chairwoman of the Bay of Plenty Regional Council (BOPRC). In doing so she resigns from the following roles:

- Co-chair to the Combined Tāngata Whenua Forum (CTWF)
- Alternate Tāngata Whenua representative to SLG;
- Alternate Tāngata Whenua to the City and Regional Deal Governance Forum.

However, Matemoana will continue to represent BOPRC on the City and Regional Deal Governance Forum.

Darlene Dinsdale has been elected to Western Bay of Plenty District Council. She has resigned from the following roles:

- Member of Combined Tāngata Whenua Forum (CTWF)
- Tangata whenua representative to SLG;

Replacements for both have yet to be formally appointed.

ADDITIONAL CHANGES

PRIORITY ONE - new member:

CEO David Courtney

TE WHATU ORA - new member:

Andrew Boyd (Interim Representative during recruitment process)

Administration and Support

Juanita Assink concluded her role as SmartGrowth Coordinator at the end of October. Eileen Mares has now taken on the coordination and administrative support responsibilities for SmartGrowth.

Appendix 1: Operating Environment Statement December 2025

Operating Environment Statement - 2024-2027 As of December 2025

The Operating Environment Statement (OES) provides an outline of expected or likely policy settings at national, regional and local level that have the potential to have a significant impact on the delivery of the Future Development Strategy over the next three years.

Policy settings are monitored regularly, and an assessment made of the need for changes or adjustments to the Implementation Plan and, where necessary, updates to the Future Development Strategy and/or Spatial Plan.

Changing policy settings in the following areas are expected to have a significant impact on the delivery of the Future Development Strategy.

SmartGrowth Partnership

The NPS UD clearly mandates a joined-up approach to long term planning by defined Tier 1 and 2 authorities, with requirements for a Future Development Strategy and Implementation Plan.

Joint regional spatial planning that is robust and has weight in council land-use decision-making and investment ensures enough land and infrastructure is available to support housing and business growth objectives.

Central government partners have a major role in the provision of growth infrastructure, and engagement through the partnership will continue to support effectiveness.

Housing and Business

The sub-region has been significantly affected by the national housing crisis, with Tauranga City having some of the worst housing affordability in the country. The sub-region is one of the only areas in the country to have an identified housing and business shortfall over a 30-year period. The sub-region continues to face significant challenges in enabling sufficient development capacity for both housing and business in the short, medium, and long term.

Under the “Going for Growth” policy, there will be new housing growth targets introduced for Tier 1 and 2 councils, requiring them to zone enough developable land (feasible housing capacity) for housing to meet 30-year long-term demand estimates but make it available over the short-term (0-3 years), not long term. Greater enabled capacity in existing urban areas and on city fringes is intended to bring down land prices and increase the supply of affordable housing.

New prescriptive rules and guidance will be set for how councils calculate how much housing capacity they need (e.g. requiring councils to use Stats NZ ‘high’ population projections and adding a 20% margin).

There will also be new requirements that price indicators (such as urban fringe land price differentials) do not deteriorate (and ideally improve) over time.

New central government tools will be introduced to monitor council compliance and a mandate to take action where there is unjustified non-compliance.

The Government is investigating options to require councils to plan for 50 years of growth in regional spatial plans (up from the 30 years currently required for future development strategies) and be more responsive to private plan changes.

Facilitation of housing growth is an explicit goal of the Government Policy Statement on Land Transport, and one of the funding criteria in the National Land Transport Plan.

Enabling more density in transit corridors with the requisite infrastructure will support growth, with more flexibility for councils to reduce intensification in suburbs without infrastructure capacity.

Housing performance incentives are proposed for councils that deliver extra houses built in a Tier 1 and 2 Council above the long-term average for the Council. This includes considering sharing a portion of GST collected on new residential buildings with councils.

A Specified Development Project (SDP) under the Urban Development Act 2020 had been considered for the Western Corridor. In December 2024, the Ministers of Housing and Finance made the decision not to establish the Western Corridor as an SDP.

The Government has also released an updated Government Policy Statement on Housing and Urban Development. This sets the direction for housing and urban development through outcomes and priorities.

Proposed national direction to enable papakāinga housing has been developed. This will require that each district plan has provisions to enable more papakāinga housing.

Government has announced a new contestable Flexible Fund for social housing which will be available from 1 July 2027. A Housing Investment Plan has also been announced which will support between 675 and 770 social homes and affordable rentals in its initial phase. 40 to 50 of these are earmarked for Tauranga.

Government had previously announced that there will be 1,500 social homes funded through Budget 2024, with homes scheduled for completion by 30 June 2027.

500 homes are being delivered through projects previously identified by CHPs as potential social homes. Funding has been approved for 218 places under a “maintaining momentum” pathway.

Strategic Partnerships have been established with 5 CHPs including Accessible Properties New Zealand Limited under a new contracting model for the remaining 1,000 places. Remaining allocations are to be confirmed in the coming months.

Distribution of places: 23% in Waikato, 21% in Auckland, 15% in Nelson, 14% in Bay of Plenty, and 27% in other priority areas.

Strategic Partnerships are intended to evolve into enduring relationships to respond flexibly to future housing needs.

Infrastructure

From 1 December, Crown Infrastructure Partners (CIP) will be repurposed to be the new National Infrastructure Agency. The new Agency will coordinate government funding, connect investors with New Zealand infrastructure, and improve funding, procurement, and delivery to:

- Prioritise regional and national projects of significance.
- Facilitate or procure funding for regional and national projects of significance.
- Procure from government agencies for appropriate Crown projects.
- Oversee procurement from the private sector.

Regional Deals

The Government has released a framework for long-term regional deals. There will be a staged approach for rolling out Regional Deals around the country with up to five regions invited to provide straightforward basic proposals. In June 2025, Cabinet agreed to progress City and Regional Deal discussions with three regions, one of which is the western Bay of Plenty. Memoranda of Understanding outlining each region’s objectives for a Deal have been agreed. The Government is currently progressing Deal discussions with these three regions, with the first Deal to be agreed by the end of 2025.

Regional Deals will be a tool to help coordinate capital investment between central and local government and to enable regions to utilise new and existing funding tools to fund and finance infrastructure.

Infrastructure Plan

The NZ Infrastructure Commission - Te Waihanga has released a draft 30-year National Infrastructure Plan with the aim of greater stability for infrastructure priorities. The plan will signal what is required for the future, both in terms of the better use of existing assets, and new investment required. Central to this Plan is the infrastructure priorities programme. The Government aims to achieve bipartisan buy-in to the National Infrastructure Plan which is due for completion in December 2025.

NPS on Infrastructure

A proposed new NPS for Infrastructure has been developed with the aim of ensuring that resource management decisions consistently enable infrastructure to be developed, operated and maintained, whilst also managing its effects on the natural environment. It is also proposed to strengthen the guidance that existing strategic planning, including future development strategies, can give to regulatory decisions under the RMA. This provides an important link back to the SmartGrowth Strategy for infrastructure decisions.

Designations and Ports

The Government is proposing to expand the scope of requiring authorities to include port operators and emergency service providers.

Default designation lapse period will be increased from 5 to 10 years to support route protection and reduce costs by simplifying the test to get a designation.

The duration of port coastal permits will be extended by a further 20 years.

Public Works Act

The Public Works (Critical Infrastructure) Amendments Bill had its third reading on 21 August 2025. It will speed up land acquisition for certain critical public works projects and ensure landowners are fairly compensated.

The changes are expected to accelerate the acquisition of land needed for public works projects that will be listed in Schedule 2A of the Public Works Act. These are based on projects listed in Schedule 2 of the Fast-track Approvals Act and the Roads of National Significance listed in the Government Policy Statement on Land Transport 2024.

Transport

The Government's top priority for investment through the draft Government Policy Statement on land transport 2024/25–2033/34 (GPS) is to support economic growth and productivity. Efficient investment in the land transport system connects people and freight quickly and safely, supporting economic growth and creating social and economic opportunities including access to land for housing growth.

Core to this priority is the re-introduction of the Roads of National Significance programme. Investment in Roads of National Significance with direct benefit in the SmartGrowth subregion are:

- State Highway 1: Cambridge to Piarere
- Tauriko West State Highway 29
- Tākitimu Northern Link Stage Two

The Roads of National Significance have been included in the National Land Transport Programme (NLTP) for 2024-2027. The key projects for the western Bay of Plenty in the NLTP include the RONS projects listed above as well as Connecting the People. Fifteenth Avenue to Welcome Bay; Domain Rd upgrade and funding for several business cases. There is also funding for increased maintenance and resilience.

Cameron Road Stage 2 has not been included in the NLTP. There is also very limited funding for walking and cycling and the Low Cost Low Risk programme.

There is funding for public transport although not to the level required to achieve the frequent network envisioned by Connected Centres.

Overall, there is an increase of planned expenditure in the subregion compared to the previous NLTP period, although there are areas that have been deprioritised, such as multimodal corridors, that are critical to achieving the SmartGrowth / UFTI long term vision of Connected Centres. These outcomes remain a critical component of the transport strategy and will be a focal point for future investment as funding becomes available for those activity classes.

Road pricing, such as tolling and time of use charging, will play a key role in the delivery of the Roads of National Significance programme as part of a wider package of transport revenue and investment tools. The Land Transport Management (Time of Use Charging) Amendment Bill has now passed into law which establishes a framework for implementing time of use charging schemes. Tolling has been announced for the Takitimu North Link.

Investments in rail will be focused on the busiest and most productive parts of the existing rail network, to support efficient movement of freight. This will complement investment in the state highway network to deliver a productive and efficient supply chain.

Long Term Plans 2024-2034

These plans, and in particular the Tauranga City Council LTP, have been adopted in a challenging fiscal environment where there is constrained investment in infrastructure delivery with a focus on continuing to undertake the required planning to accommodate growth and undertake necessary land purchase.

Funding and Finance

The Infrastructure Funding and Financing (IFF) Act is being reformed to remove barriers to uptake and broaden project eligibility. Combined with targeted rates to fund greenfield developments, the aim is to remove the need for councils to fund greenfield infrastructure from their balance sheets.

Councils will be required to declare that infrastructure for new greenfield development will be funded from rates and levies applied to the new development, instead of being subsidised by other communities.

Proposed value capture tools will mean that new state highways facilitating housing growth could be partly financed by levies on land unlocked by the road. The same could be true of major new public transport projects in urban centres.

The Government has announced that development contributions will be replaced with a development levy system. This aims to standardise the methodology that local authorities use when charging development contributions and provide increased flexibility to charge developers for the overall cost of growth infrastructure across an urban centre. An exposure draft of the Local Government (Infrastructure Funding) Amendment Bill to implement the development levies system is currently being consulted on along with a Going for Housing Growth: Supporting Growth Through a Development Levies System consultation document.

The flexibility to set targeted rates for growth infrastructure will also be introduced. Councils will now be able to set targeted rates that apply only to new developments.

These changes will be progressed through a Local Government (Infrastructure Funding) Bill. This legislation is expected to be introduced in November 2025, and enacted in mid-2026.

The Local Government Funding Agency (LGFA) has been reviewing whether it can prudently provide additional flexibility to councils to meet the future challenges faced by the sector. The LGFA have announced increased debt limits for high growth councils beyond the current ceiling of 285 percent of operating revenues to a level of 350%.

New guidelines for market-led infrastructure proposals have also been released along with a refreshed public-private partnerships framework.

Three Waters

"Local Water Done Well" is the Coalition Government's plan for managing water services delivery and infrastructure following the repeal of Water Services Reform legislation (Three Waters).

"Local Water Done Well" is a new policy/legislation aimed at addressing concerns about New Zealand's water quality and water services' infrastructure investment, while keeping control over water services and assets local.

Government has advised that two pieces of legislation will be put forward to establish "Local Water Done Well". The first was passed on 27 August 2024 and sets out guidelines relating to how councils will manage water services and water costs through the transition. It will also make it easier for councils to establish council-controlled organisations (CCOs). The legislation requires councils to develop Water Services Delivery Plans within 12-months.

The second was passed on 26 August 2025 and provides for the long-term framework of managing water services, including required guidelines for long-term financial sustainability, a complete economic system for controlling water-related costs, and a new range of structural and financing tools, including a new type of financially independent council-controlled organisation.

Both TCC and WBOPDC have consulted on and considered options for water services delivery. The two councils have agreed and committed to working together to establish a council-controlled water services delivery organisation from 1 July 2027. Councils are also required to submit Water Services Delivery Plans which both TCC and WBOPDC have done.

The Local Government Funding Agency (LGFA) has confirmed that it will provide financing to support water organisations established under Local Water Done Well and look to assist high growth councils with additional financing. The LGFA will support leverage for water organisations up to a level equivalent to 500 percent of operating revenues (around twice that of existing councils), subject to water organisations meeting prudent credit criteria. LGFA will treat borrowing by water organisations as separate from borrowing by parent council or councils.

Climate Change – Emissions Reduction

The Emissions Trading Scheme (ETS) is the Government's key tool to reduce emissions. The first emissions reduction plan (published in 2022) is in place until 31 December 2025, the end of the first emissions budget period. It was amended in December 2024 to align with the Government's climate strategy. The second emissions reduction plan differs from the first document with a focus on creating opportunities and minimising the cost of mitigating climate change.

The Government aims to double renewable energy through its Electrify NZ policy through cutting red tape and regulatory constraints. The Government is also committed to delivering 10,000 public EV chargers by 2030, subject to cost benefit analysis. Doubling renewable energy and delivering a comprehensive, nationwide network of public EV chargers will reduce New Zealand's emissions by enabling the electrification of New Zealand's vehicle fleet.

Resource Management System Reform

The Government is taking a phased approach to reforming the resource management system as follows:

- Phase One – repeal the Natural and Built Environment Act and Spatial Planning Act
- Phase Two - targeted changes to the existing resource management system:

o Fast-track Approvals Act

o Two bills to amend the Resource Management Act and a package of national direction – changes to the existing system that can address the most pressing issues in the short term.

- Phase Three – legislation to replace the Resource Management Act.

The Natural and Built Environment Act 2023 (NBA) was repealed in December 2023 as the first phase of reform.

The second phase of reform encompasses new fast track consenting legislation, amendments to the RMA as well as changes in National Policy Statement direction.

The third phase will develop replacement RMA legislation.

Fast-Track

The fast-track consenting process is proposed to ease the delivery of locally, regionally, and nationally significant infrastructure and developments. The fast-track system will set out a 'onestop shop' process for approvals under a range of legislation, including the RMA. The process includes a referral by the Infrastructure Minister for suitable projects. Referred projects will go to an Expert Panel, which can approve or decline the project.

On 6 October 2024, the Government confirmed 149 projects for inclusion in the Fast Track Approvals Bill. The Bill was enacted on 23 December 2024.

The projects relevant to SmartGrowth and the western Bay of Plenty sub-region that have been included for fast-track are:

- Bell Road Limited Partnership Wairakei South Housing and Land Development: To develop between 123 – 340 hectares of rural land near Papamoa, for residential, commercial and industrial uses. If the full site is developed, the project will comprise of 2,000-3,000 new homes and 60-80 hectares of new industrial land, covering 153 hectares.
- Tauriko Property Group Limited Partnership - Tauriko West Housing and Land Development: To develop between 132 hectares of Rural zoned land at Tauriko for residential use, with approximately 1,250 homes.
- Ngā Pōtiki a Tamapahore Trust Tara Road Development Housing and Land Development: The project will include 605 residential allotments, and a 2.5-hectare commercial precinct.
- Port of Tauranga Limited Stella Passage Development Infrastructure: The project is for extension of the Sulphur Point (stage one) and Mount Maunganui wharves (stage two), and to carry out the associated reclamation and dredging of the sea bed.
- New Zealand Transport Agency Waka Kotahi Takitimu North Link Stage 2: To construct a four-lane, median-divided highway to replace the existing SH2 corridor between Te Puna and Ōmokoroa. This project is an extension of Takitimu North Link Stage One, which is currently under construction and will link Tauranga and Te Puna.
- Port of Tauranga Limited Capital and Maintenance Dredging Reconsenting Project: The project is to remove dredging material from the coastal marine area to deepen, widen and maintain the navigation channels of the Port of Tauranga.
- New Zealand Transport Agency Waka Kotahi SH29 Tauriko Network Connections (including Omanawa Bridge replacement): To develop SH29 and SH29A which form part of the key 'Golden Triangle' connection, including to the Port of Tauranga. The Omanawa Bridge is scheduled to be replaced in 2024-2027.

The projects in the list will be able to apply to the Environmental Protection Authority to have an expert panel assess the project and apply relevant conditions.

National Policy Statement Direction

Proposed changes in National Policy Statement direction under the RMA include:

- Cease implementation of new Significant Natural Areas and seek advice on the operation of existing Significant Natural Areas as part of the Government's programme to reform the Resource Management Act.
- Review and replace the National Policy Statement for Freshwater Management 2020 in this parliamentary term. This will be done through the RMA process for developing and amending national direction. The Government is currently consulting on proposals to amend the NPS-FM and the NES-F and has extended the statutory deadline for councils to notify freshwater planning instruments to implement the NPS-FM by three years.
- Amendments to the National Policy Statement on Indigenous Biodiversity.
- Consultation on re-focusing the NPS-HPL by maintaining protection of the most productive soils (LUC 1 & 2), while excluding LUC-3 category land.
- A new NPS on Infrastructure.
- A new national environmental standard to enable papakāinga housing.
- A new national policy statement on natural hazards, which will provide a comprehensive, nationally consistent framework for addressing the risks posed by these hazards, including increased risk from climate change.
- Potential changes to the NPS-UD to give effect to Going for Housing Growth.

The proposed changes to national direction instruments are currently being consulted on. A discussion document outlining proposals for urban development which are part of the Government's Going for Housing Growth programme, and will be given effect in the reformed RM system, is expected in June 2025

Targeted changes to the Resource Management Act

The Resource Management (Freshwater and Other Matters) Amendment Bill came into force on 25 October 2024. Among other matters, the amendments exclude the hierarchy of obligations in the National Policy Statement for Freshwater Management (NPS-FM) from resource consenting while a review and replacement of the NPS-FM is undertaken, suspend for three years requirements under the National Policy Statement for Indigenous Biodiversity for councils to identify new Significant Natural Areas and include them in district plans, speeds up and simplifies the process for preparing and amending national direction, restricts notification of freshwater planning instruments (regional policy statements and plans that give effect to the NPS-FM 2020) until a new NPS-FM takes effect.

The Resource Management (Consenting and Other System Changes) Amendment Bill was passed into law on 20 August 2025. The amendments give the Minister new powers to ensure compliance with national direction, including housing and business development assessments. The Minister can direct councils to prepare or amend documents in accordance with national direction and to direct what type of plan change is used to give effect to national direction. It also strengthens a consenting authorities' powers to decline a land use consent application if it considers that the activity will create a significant risk from natural hazards, increase an existing risk to become significant, or increase an existing significant risk.

Replacement RMA

The third phase of reform will develop replacement RMA legislation in the form of two new Acts:

Planning Act: to establish a framework for planning and regulating the use, development and enjoyment of land.

Natural Environment Act: to establish a framework for the use, protection and enhancement of the natural environment.

Legislation is expected to be passed by 2026. The general thrust of the RM system changes is to better enable growth and development and respect private property rights within the framework of a market economy, while also improving environmental outcomes.

There will be one regulatory plan per region to be jointly prepared by regional and district councils. This will remove the hierarchy between regional and district plans. Spatial plans will form an important part of the new system. These plans are to be enabling of development within constraints (such as natural hazards and SNAs) and will be the first chapter in the combined regional plans.

Under the new legislation there will be greater use of national standards such as standardised zoning, to reduce the need for resource consents and to simplify council plans.

Local Government Reform

The Government has announced two proposals that would fundamentally change local government in New Zealand. The first proposal is to replace elected regional councillors with new Combined Territories Boards made up of mayors from the region's city and district councils.

The second proposal is for each Combined Territories Boards to prepare a regional reorganisation plan within two years of establishment. These plans would assess how councils across a region can best work together to deliver efficient and effective local infrastructure, public services, and regulatory functions.

Consultation on these proposals is open now until Friday 20 February 2026. Legislation is anticipated to be introduced by mid-2026 and finalised in 2027.

Building Act Reform

The Government has announced significant changes to the building consent system. The building and construction sector's liability settings will be changed from joint and several liability to proportionate liability, and the amendments will also make it easier for Building Consent Authorities (BCA) to voluntarily consolidate their functions. This includes removing the requirement for a Territorial Authority to be a BCA providing they transfer their building control functions to another accredited BCA.

A draft Bill covering liability setting changes and measures to enable BCA voluntary consolidation will be introduced to Parliament in early 2026.

Tāngata Whenua/Māori

There have been a number of recent government policy changes that impact on tāngata whenua / Māori in the cultural wellbeing arena. This has seen Iwi from across the motu unite through the collective Kotahitanga and Mana Motuhake principles.

Some of these key changes will have impacts on the parts of the SmartGrowth Strategy 2024-74 that support the feasibility assessments and infrastructure design and build for housing on Māori land, co-governance, management and allocation of water for future use, growth and development, Māori wards and representation and the use and recognition of Te Reo Māori.

Tū Pakari Report December 2025

Committee name	SmartGrowth Leadership Group
Meeting date	Monday, 15 December 2025
Author(s)	Elisha Rolleston, Tū Pakari Kai Ārahi - Technical Advisor Te Pio Kawe, Tū Pakari Pou Ārahi - Strategic Advisor
Purpose	To update the SmartGrowth Governance Group on the progress the Combined Tangata Whenua Forum (CTWF) have made since we last met in September 2025

Executive Summary

Since the September SLG meeting the Combined Tāngata Whenua Forum (CTWF) have met on 7 October and Wednesday 10 December at WBOPDC. The priority for the CTWF have been progressing the Tāngata Whenua Outcomes Performance Measures Framework (OPMF) through workshops with Te Rōpū Arotahi and Te kāhui Kaunihera

Tāngata whenua engagement and understanding of the opportunities through WBOP City and Regional Deal negotiations through workshops in November were informative and well received by participants.

Māori housing annual data will be included in the SmartGrowth Trends report for the first time showing the low building consent rates for TCC and WBOPDC.

The three Council Iwi / Tangata Whenua Forums have attended various workshops and events since September to December 2025.

Recommendations

That the SmartGrowth Leadership Group:

1. **Receives** the report “Tū Pakari Report for December 2025”.
2. **Notes** the implementation of the CTWF Whenua Outcomes Performance Measures Framework (OPMF) in 2026. The ongoing work with Te Kāhui Kaunihera to align the Data Collation, Monitoring, and Reporting Measures for the OPMF.
3. **Notes** the notification of the appointment of the Tangata Whenua representatives to the SmartGrowth Governance Committees from the respective Forums will be confirmed in 2026.

Combined Tāngata Whenua Forum Outcomes Performance Measures Framework (OPMF)

The development of a tailored CTWF Outcomes Performance Framework to measure progress on collective tangata whenua outcomes has been ground truth with the Te Rōpū Arotahi and Te Kahui Kaunihera and feedback from the CTWF. The Framework focuses on three priority areas of Rangatiratanga / Mana Motuhake (self-determination and leadership), Te Whenua,(Māori land use and housing development) and Te Taiao (environmental health and wellbeing). A copy of the framework is attached in Appendix 1.

Rangatiratanga

Engagement and resourcing are continually raised by Iwi and hapū mana whenua representatives who participate in a diverse range of Iwi and hapū engagement and relations agreements and references to Iwi and hapū management plans across the WBOP.

There are also a range of Treaty settlement outcomes such as the Mauao Trust, Kaituna River Authority, and settlement redress properties.

Te Taiao

Te Taiao measure seek to see how effective, efficient, and influential the CTWF's input and participation in the SmartGrowth strategy and Council decision making processes on:

- the health and wellbeing of Te Taiao (Natural Environment)
- the use of mātauranga Māori in these processes,
- engagement with Iwi / hapū kaitiaki, and
- the ability to harvest of kaimoana, the swim-ability of moana and awa etc.

Te Whenua

Māori housing is a key social issue Tāngata Whenua have raised in many forums and was a driver in the WBOP City and Regional Deals discussions. The historical inequities in the delivery of housing, infrastructure and funding on Māori land that have on seen incremental changes through regulatory planning provisions and papakāinga toolkit initiatives.

Ara Rau Tāngata

The Ara Rau Tāngata conference held on 28 November for Māori Land Trusts and Marae at the University of Waikato campus on Durham St, Tauranga.

Helmut Modlik is the CEO for Te Rūnanga o Ngāti Toa Rangatira in Porirua was the keynote speaker who opened the conference with an inspiring and uplifting discussion their Iwi journey. He traced the arrival and history of Ngāti Toa from the Tainui Waka arrival in Kawhia, and the Ngāti Toa journey to the Wellington Region and the Te Awarua o Porirua. The keynote included commentary on:

- The severe impacts from raupatu, colonisation, urban growth and development, polluted harbours, estuaries and the loss of abundant traditional fisheries were not lost on the audience.
- In the past 10 years Te Rūnanga o Ngāti Toa Rangatira have turned their influence and investment in Porirua to focus on the vision to "enhance the mana, wellbeing and prosperity of our people and community, by paddling our own waka and creating the world Ngāti Toa want to live in Porirua.
- A strategic approach based on Iwi tikanga, mauri ora (holistic wellbeing model), Ōhanga Ora (commercial integration), integrated living and social design within the Porirua community.
- Iwi housing programmes: Te Ahuru Mōwai (Homes for whānau), Te Rūnanga o Ngāti Toa (new housing initiatives / development), Toa Homes and Toa Developments (Village of Villages) Kenepuru Landing).
- The Infrastructure investment and partnership in wastewater design solutions to resolve large traditional land based ponds and tank systems was of huge interest to the Ara Rau Tāngata member. Especially the "Horizon 4" partnership with Optimus Solutions (Australia) and Biobox Water (Spain) and a sustainable, scalable wastewater treatment plant, currently being trailed in Otaki, could be applicable in the WBOP.

Other presentations included:

- Riki Nelson provided an overview of the Tuapiro Marae / Ngāti Te Wai kaumātua and whānau papakāinga development to be opened on Saturday 6 December.
- Maria Graham Pae Manawa (Principal Liaison Officer) from Te Kooti Whenua Māori o Waikato Maniapoto District in Hamilton focussed on strengthen whānau leadership through understanding the Māori Land Court processes for Ahu Whenua Trusts and marae to utilise their whenua for housing whānau members and alignment with the WBOP Māori housing toolkit.
- Funding for papakāinga is a significant hurdle for many Māori Land Trusts and owners progressing their papakāinga development plans. Roy Thompson and Wayne Knox outlined the opportunities for Māori entities to meet and discuss how the BOP Housing Equity Fund may be able to assist their feasibility, infrastructure design, housing development costs, and management advice and support. The fund has supported other papakāinga in other regions and looking for opportunities in the WBOP.
- The final presentation from Matariki Bennett at BECA's provided some technical advice and direction for those trusts developing their structure plan and infrastructure services for their development.

The WBOP City and Regional Deal

The tangata whenua opportunities through the City Regional Deal are not just focused on the development of Māori housing / papakāinga but also in the wider stakeholder and community outcomes on the delivery of long-term social infrastructure and community services, employment and progressive procurement for Māori businesses, and project management.

The Forum invited the CRD negotiations team to the CTWF meeting on 10 December to respond to any questions and issues from the 18 and 25 workshops and to provide a final update on the progress towards an agreement in principal in December and next steps in 2026.

Tangata Whenua Representation

Following the October election the following CTWF and governance matters have been raised with the Tū Pakari Team.

Toi Moana / Bay of Plenty Regional Council (BOPRC)

Matemoana McDonald was recently voted to be the Chairwomen of BOPRC and has resigned as the Tangata Whenua alternate on the:

- SmartGrowth Leadership Group (SLG),
- WBOP City and Regional Deal (CRD) Governance Forum.

SLG representative

- The replacement for Matemoana's positions will be determined by the CTWF. We note that there are no other representatives from Toi Moana on the CTWF. The appointment of the alternate SLG representative would in open for discussion with the CTWF members.

CRD Governance Forum.

The alternate for this Forum is determined by the five tangata whenua SLG representatives to appoint an alternate for Matire Duncan.

- The current Tangata Whenua SLG members are Riki Nelson, Whitiora McLeod with the vacancies in the Te Ihu o Te Waka o Te Arawa (Darlene Dinsdale) and the SLG alternate (Matemoana McDonald).

Darlene Dinsdale has been elected to WBOPDC, and has resigned from the following role:

- Member of Combined Tāngata Whenua Forum (CTWF), no further action required.
- SLG Tangata whenua representative; this appointment will be determined by the Te Ihu o Te Waka o Te Arawa Forum, who will inform the CTWF and SLG of the appointment in due course.

CTWF Summary

Kaupapa Area	September 2025	Next Steps in 2026
CTWF Outcomes Performance Measures Framework OPMF	Te Rōpū Arotahi (TW technical working group) established to guide the development of the draft OPMF; two workshops refined objectives, actions, KPIs; feedback gathered from CTWF members.	Finalise and adopt the CTWF OPMF; integrate into SmartGrowth work programme; begin annual KPI review, monitoring and reporting in 2026.
Housing on Māori Land, aka Papakāinga	Tū Pakari support with Kāhui Kaunihera (Council partners) on key tāngata whenua growth and development issues for the three Council Iwi and hapū forums is the cornerstone of the progressing sustainable housing solutions on Māori land.	The continued collaboration and partnership to progress the tāngata whenua spatial plan, future development strategy (FDS), Māori housing workstream, papakāinga business case model, Marae as Centres approach and the SG Joint Agency Group (JAG) are key actions in 2026
WBOP City & Regional Deal Negotiations	TW reps on WBOP City Regional Deal negotiation team, October, and December Hui with CTWF, 2 Tangata Whenua wānanga in November. Regional alignment emphasised, Mana whenua collaboration required.	Ongoing updates on negotiations to embed tangata whenua values; Options for Māori Land Trusts, Support from Māori agencies, Agreement In Principal announcements are imminent.
Marae Centres Approach	Marae Centres identified as transformational shift; alignment with transport corridors discussed.	Develop implementation plan; identify priority marae; align with infrastructure and housing initiatives.
SmartGrowth Operating Environment & National RM Reforms	Hamilton to Tauranga corridor study underway; stakeholder engagement planned; Māori landowners to be informed through the CTWF membership.	Share the complete corridor study with key stakeholders and Māori landowners; integrate findings into SmartGrowth strategy and FDS.
National Policy Submissions	Submissions made on national direction packages; Tū Pakari contributed to unified SmartGrowth submissions.	Monitor policy changes; prepare proactive submissions; strengthen tangata whenua voice in national planning.

Kaupapa Area	September 2025	Next Steps in 2026
Resourcing & Participation	Concerns raised about limited capacity/funding; need for skills-based remuneration and succession planning highlighted.	Establish capacity funding mechanisms; develop training programmes; implement mentor–mentee model.
Forum Effectiveness & Governance	CTWF working group formed to review KPIs, purpose, governance; Maintenance of tangata whenua representation on SmartGrowth entities.	Review Terms of Reference; implement governance improvements; enhance meeting structure, representation, and outcomes.

Appendix 1: Combined Tāngata Whenua Forum Outcomes Performance Measures Framework (OPMF)

Outcomes Performance Measures Framework Overview

The Combined Tāngata Whenua Forum's (CTWF) Outcomes Performance Measures Framework (OPMF) was developed by the Tū Pakari advisory team, Te Rōpū Arotahi (TRA), the CTWF's technical working group and Te Kāhui Kaunihera, a collective of Māori staff from Tauranga City Council, Western Bay of Plenty District Council and Toi Moana / Bay of Plenty Regional Council to develop a monitoring and reporting outcomes framework. The fundamental purpose of the OPMF is to provide a base tool to continually assess the effectiveness of the SmartGrowth Strategy in advancing tangata whenua aspirations.

The CTWF framework is centred around five key areas:

- a. Improving the effectiveness of the SmartGrowth Strategy in supporting the goals and aspirations of the CTWF.
- b. Monitoring and reporting on the CTWF's collective priority growth and development outcomes.
- c. Identifying the actions, effects, and impacts the CTWF seeks to see improved.
- d. Clarifying the qualities or values the CTWF aims to change or improve.
- e. Assessing how the CTWF's collective priority growth and development outcomes evolve in response to a constantly changing operating environment.

The framework incorporates the feedback and perspectives from the CTWF hui and workshops throughout 2024-2025 to progress the proposed structure and to enhance the attainment of tāngata whenua aspirations within the SmartGrowth Strategy 2024.

The framework collates the data and information from the Council partners, Māori levels of engagement and participation across the SmartGrowth strategy as well as engagement with marae, hapū, iwi, and Māori Land Trusts each calendar year to evaluate how the CTWF's priority growth and development outcomes have been progressed. In developing the OPMF, it is acknowledged that the real strength and delivery of the CTWF's growth and development outcomes are derived from the recognition of rangatiratanga, kaitiakitanga roles, project engagement and with mana whenua relationships at leadership levels, on the ground in the community, at the marae, other haukāinga spaces, and environments.

The OPMF will enable the CTWF to maintain a clear view across the sub-region in tracking progress toward its key growth and development outcomes. It will provide a clear understanding of how Combined Tāngata Whenua Forum's (CTWF) aspirations and goals are being advanced.

The OPMF is divided into two parts, firstly the strategic alignment with SmartGrowth Strategy, vision and principles that focus on the outcomes that are significant to the CTWF including Rangatiratanga, Te Taiao, Te Whenua, Te Ngakau, Ngā Wahi Tupuna and Te Manawaroa. The purpose of the key performance measures is to record and monitor how effective the CTWF actions have been in progressing and influencing the outcomes.

The framework recognises that tāngata whenua values and interests encompass a broad range of ecological, social and economic values that integrate and overlap with one another. Tāngata whenua have unique rights and interests that are established and flow from Te Tiriti o Waitangi and are expressed in Iwi Treaty Settlements and in Iwi and hapū environmental management plans across the WBOP subregion. The intent of the actions is to enable and empower tāngata whenua decision-making opportunities and relationships to achieve the outcomes through SmartGrowth and the Council partnership.

We note the capacity of mana whenua to deliver housing and infrastructure on Māori land in the Te Whenua outcomes are limited by government Māori housing policies.

The majority of the tāngata whenua KPI measures are quantitative numbers or percentages that focus on the key issues for each outcome. The qualitative measures are expressed as a survey of the CTWF members on how they have seen the progress and uplift of the outcomes on the ground. To assist the CTWF in measuring the outcomes, Te Rōpū Arotahi have developed a performance / effectiveness scale that clearly measures the level of tāngata whenua engagement and participation at the decision-making roles with partners from a tāngata whenua perspective for all Forums outcomes. These measures will be further developed over time.

The role of Iwi/hapū kaitiaki throughout the OPMF, acknowledges those individuals who are either employed, or delegated by their marae, hapū, or iwi organisations to represent their interests in cultural monitoring and reporting, assessment, spatial planning processes, and other relationship and leadership-based roles and functions.

The second part of the framework focuses on the specific monitoring and reporting data collation that is tailored for each Council partner on what data they can or cannot collate for each of the OPMF measures based on the organisations policies, plans, and structures. The Council partners, and the Tū Pakari monitoring reports and tāngata whenua feedback forms the basis for an annual performance report to CTWF and the SmartGrowth partnership.

SmartGrowth will look to develop flow-charts and infographics icons to describe and support the Framework in 2026.

CTWF Outcomes Performance Framework and Measures

Rangatiratanga/ Mana Motuhake – The Exercise of Self-Determination/ Autonomy

Rangatiratanga – CTWF Collective Outcome.	Objectives	Actions	Who	Measures
<p>Ensure the rangatiratanga of hapū and iwi (particularly their values, principles, traditions, and customs) are embedded throughout the implementation of SmartGrowth strategies, plans, projects, processes, and decisions.</p> <p>This outcome applies to all other CTWF outcome areas.</p>	<p>Te Tiriti o Waitangi and principles of partnership, participation, and active protection are embedded throughout the SmartGrowth urban growth partnership. This ensures that rangatiratanga is upheld, actively and continuously resourced, and incorporated through mana whenua representation across all SmartGrowth partnership structures.</p>	<ol style="list-style-type: none"> 1. Ensure that SmartGrowth strategies, policies, plans, structures and practices incorporate and give effect to: <ol style="list-style-type: none"> a) Upholding Te Tiriti o Waitangi. b) Strengthening mana whenua representation and involvement. c) Resourcing the advancement of Māori outcomes and aspiration; and d) Supporting rangatahi succession planning into decision-making roles across Council Iwi and hapū forums. 	<p>Tū Pakari TCC, WBOP, BOPRC</p>	<p>Primary Tāngata Whenua Measures</p> <ol style="list-style-type: none"> 1. Tāngata whenua cultural, social, economic and environmental outcomes. 2. Tāngata whenua forum members satisfaction survey re Actions 1 a, b, c, and d. 3. Actions areas are specifically reported annually. <p>The number of SmartGrowth and Council strategies, policies, plans, and relationship agreements that demonstrate a commitment to Actions 1 a, b, c and d.</p> <p>Performance Measurement Scale</p> <p>0 = No Tāngata whenua participation.</p> <p>1 = Tāngata whenua observer.</p> <p>2 = Tāngata whenua advisor (non-voting rights).</p> <p>3 = Tāngata whenua representation with voting rights, and</p> <p>4 = Joint tāngata whenua chairperson role.</p>

Rangatiratanga – CTWF Collective Outcome.	Objectives	Actions	Who	Measures
				<p>Council Business as Usual Measures:</p> <ol style="list-style-type: none"> 1. Māori participation rates and tiers for the three Council Forums and the CTWF during the past 12 months. 2. Participation levels comparison to other Council based Tāngata Whenua committees and / or forums.

Te Taiao – The Natural Environment

Te Taiao – CTWF Collective Outcome.	Objectives	Actions	Who	Measures
The health and well-being of our natural environment is enhanced.	<p>Tāngata whenua connections to Ngā Wai ki Mauao me Maketū are strengthened and enhanced by:</p> <ol style="list-style-type: none"> 1. Sustaining the Mauri of Te Taiao through active kaitiakitanga. 2. Ensuring healthy environments that support the wellbeing of the people. 3. Empowering Tāngata whenua access to natural resources for customary practices in safe and meaningful ways (e.g., moana, takutai moana, motu, tāhuna, awa, ngahere). 	<ol style="list-style-type: none"> 1. Tāngata whenua are provided opportunities, in partnership with councils and community stakeholders, to exercise cultural practices, approaches, activities, events, and ceremonies tikanga Māori, kawa, and kaitiakitanga. 2. Tāngata whenua are supported and enabled to integrate mātauranga Māori and traditional practices with Western science, monitoring, and planning frameworks that develop cultural health index models. 	TCC, WBOP, BOPRC	<p>Primary Tāngata Whenua Measures</p> <ol style="list-style-type: none"> 1. Proportion of successful tāngata whenua submissions that seek to influence Council policies, plans, strategies, and projects that may affect their ecological, social, heritage, economic and/or cultural interests and values? 4. Number or proportion of Council taiao initiatives that incorporate Māori views, values, and mātauranga because of tāngata whenua input. 2. Total amount of financial resource allocation for all environmental monitoring and the proportion of this total allocated to resource Tāngata whenua monitoring. 5. Number of iwi and hapū kaitiaki engaged by Council or private developers to carry out (not limited to). <ol style="list-style-type: none"> a) cultural and Te Taiao monitoring, including earthworks and archaeological monitoring, b) water quality assessments, c) spatial planning support, and

Te Taiao – CTWF Collective Outcome.	Objectives	Actions	Who	Measures
				<p>d) other relationship-based roles?</p> <p>3. Number / proportion of projects where iwi/ hapū kaitiaki monitoring results (see 3 above) have positively influenced Council or private developer project outcomes, policies, and/ or plans.</p> <p>6. Number of occasions where Council provides opportunities for tāngata whenua to:</p> <p>e) Leadership roles,</p> <p>f) management and / or</p> <p>g) administration roles in Te Taiao initiatives.</p> <p>4. Number of rāhui lwi / hapū have placed over areas along the coastline, harbour and freshwater bodies by marae, hapū, or iwi?</p> <p>5. Number of rāhui supported by local council e.g. communications and info sharing.</p> <p>7. What was the reason for the rāhui?</p>

Te Taiao – CTWF Collective Outcome.	Objectives	Actions	Who	Measures
				<p>Council Business as Usual Measures:</p> <ol style="list-style-type: none"> 1. Number of days local WBOP beaches, harbour inlets, rivers, streams, and other waterways closed to the public for swimming / recreational use and harvesting of shellfish. 2. What were the reasons for these public closures? <i>Note: This may include closures caused by natural weather events, human-made hazards, accidental chemical or wastewater spills, overflows, or illegal dumping/ discharge events.</i> 3. Council Te Taiao / environmental monitoring programmes or outcomes are undertaken in partnership with tāngata whenua / kaitiaki?

Te Whenua – Māori Land Use.

Note: Given current changes in central government Māori Housing policy, resourcing and capability constraints, Te Whenua is a priority outcome area for 2025-26.

Te Whenua – CTWF Collective Outcome.	Objectives	Actions	Who	Measures
Tāngata Whenua are enabled to occupy, develop, and influence the use of Māori Freehold Land and whenua return through Treaty Settlements to sustainably realise mana whenua social, cultural, environmental, and economic needs and aspirations.	To deliver affordable, healthy, safe and intergenerational housing solutions with appropriate infrastructure services on Māori and Treaty Settlement Lands.	<ol style="list-style-type: none"> 1. Tāngata whenua are provided opportunities to be engaged with and resourced to collaborate with City, District and Regional Council partners to review the planning provisions and processes that effect the delivery of homes and infrastructure services on Māori land. 2. To promote and enable opportunities to upskill and build the capability and capacity of whānau, hapū, marae, Iwi and Māori land Trusts to deliver Māori housing / papakāinga solutions across the WBOP subregion. 	TCC, WBOP, BOPRC, TPK, MHUD	<p>Primary Tāngata Whenua Measures</p> <ol style="list-style-type: none"> 1. What alternative policy, resourcing and capability opportunities have the SmartGrowth partnership explored to address these Māori housing constraints in the WBOP subregion? 2. What is the level of residential, marae and or community facility development on Māori Land or Treaty Settlement lands in TCC and WBOPDC? <ol style="list-style-type: none"> a) How many building consents and have been received and granted? b) How many homes have been built on papakāinga and Marae? c) How many papakāinga have appropriate infrastructure services for future housing capacity? d) How many whānau applicants have received a papakāinga housing-related grant from TCC or WBOPDC?

Te Whenua – CTWF Collective Outcome.	Objectives	Actions	Who	Measures
		<ol style="list-style-type: none"> 1. Ensure the WBOP Te Keteparaha Mō Ngā Papakāinga – Māori Housing Toolkit, is updated and aligns with the latest TCC, WBOPDC and Toi Moana planning provisions and development standards. 2. Address and elevate barriers to delivering housing solutions on Māori land such as: <ol style="list-style-type: none"> a) Regulatory / planning provisions b) Infrastructure design and structure plans c) Access to funding sources for feasibility, design and construction, d) Consenting process. 	TCC, WBOP, BOPRC, TPK, MHUD TKR,	<p>Council Business as Usual Measures:</p> <ol style="list-style-type: none"> 1. Number of marae, hapū, iwi, or Māori Land Trusts that are supported by Councils to progress their papakāinga housing needs and aspirations on Māori land through access to: <ol style="list-style-type: none"> a) Council property files and planning information. b) Technical and infrastructure planning provisions within Council housing-related planning documents. c) funding information. d) Te Keteparaha mō ngā Papakāinga / Papakāinga Toolkit. 2. Number of mana whenua iwi / hapū that have been resourced to participate in joint working committees to review City, District, and Regional planning provisions and processes affecting housing and infrastructure delivery on Māori and Treaty Settlement land? 3. The number of Council partner updates and amendments that are

Te Whenua – CTWF Collective Outcome.	Objectives	Actions	Who	Measures
				made to Te Keteparaha Mō Ngā Papakāinga – Māori Housing Toolkit.
	To develop and utilise urban and rural Māori Land and Treaty Settlement Land in a way that sustains cultural identity, enhances economic wellbeing, and upholds the environmental values of kaitiakitanga for present and future generations.	1. Promote and enable opportunities to investigate new and innovative infrastructure solutions and technology that improves the sustainability of the whenua as well as the quality of homes as intergenerational assets.		1. Number of marae, hapū, iwi, or Māori Land Trusts that are exploring productive land-use options e.g. business, industrial, forestry, agriculture, horticulture, solar. 2. Number of marae, hapū, iwi, and Māori land Trusts that are granted consents for infrastructure services and utilities for: <ul style="list-style-type: none"> a) wastewater treatment and disposal solutions, b) Stormwater treatment and disposal, c) Water collection and storage d) Water bores 3. Number of Māori Trusts that are or have explored opportunities and initiatives to develop alternative <ul style="list-style-type: none"> a) Power generations and supply through solar, wind or water solutions.

Te Whenua – CTWF Collective Outcome.	Objectives	Actions	Who	Measures
				<p>b) Homestar rating for new and existing homes built on Māori land Introduction to Homestar</p> <p>c) Eco rating for residential homes on Māori Land that incorporate recycled building materials, double glazed windows, ventilation, water proofing, water use, energy use, insulation, moisture control, waste management, seasonal comfort levels, decarbonise etc.</p>

Transport System Plan Update

Committee name	SmartGrowth Leadership Group
Meeting date	Wednesday, 10 December 2025
Author(s)	Matthew Kilpatrick – TSP Programme Manager
Purpose	Update on the TSP programme for 2025/26, including progress made since the last SmartGrowth Leadership Group (SLG) meeting was held on 18 September 2025

Executive Summary

The TSP’s main focus is completing TSOF v3, the updated 30-year transport programme that will shape partner LTPs, the RLTP and NLTP bids. Beca is underway with the review, supported by a cross-partner team, with completion due March 2026.

Key project updates are:

- SH2 Ōmokoroa Interchange: Construction progressing; completion expected April 2026.
- Ōmokoroa upgrades: Multiple road and urbanisation projects advancing toward 2025–26 completion.
- Papamoa East Interchange: Major works largely complete; full opening by March 2026.
- 15th Ave–Welcome Bay: Design development underway; construction targeted for 2027–29.
- Takitimu North Link: Stage 1 in construction; Stage 2 pre-implementation funded.
- RoNS Tauriko West: Route protection and early property acquisition underway.

Recommendations

That the SmartGrowth Leadership Group:

1. **Receives** the report “Transport System Plan Update”.

Background

The Transport System Plan (TSP) is a shared transport vision and plan for the next 30 years. The TSP brings together Tauranga City Council, Bay of Plenty Regional Council, Western Bay of Plenty District Council, Waka Kotahi NZ Transport Agency, tāngata whenua, Priority One, KiwiRail and Port of Tauranga to coordinate transport planning, investment and project decisions, aligned with the SmartGrowth spatial plan and future Development Strategy.

The TSP helps to deliver the SmartGrowth Strategy, which considers how transport along with housing, infrastructure, community facilities and the environment work together. The TSP has a separate Governance Board but works collaboratively to ensure decision making, planning and funding is coordinated.

The TSP also closely aligns with national and regional policy and strategic direction, including long-term plans, the regional land transport plan and the national land transport plan

TSP Programme

To reflect the revised operating model, the primary activity in TSP's programme for 2025/26 is developing the Transport System Operating Framework (TSOF) version 3 review: a recalibration of the existing 30-year transport programme to reflect information and policy changes since the last review was completed in mid-2023. The review is undertaken every three years to broadly align with the National Land Transport Programme (NLTP), which is directed by the GPS.

TSOF was first developed through three technical reports completed by Beca in 2020. These reports provided a framework for identifying a strategic 30-year TSP transport programme designed to deliver UFTI's Connected Centres vision. Further detail on these reports can be found [here](#).

The Transport System Operating Framework (TSOF) v3 is an independent technical review which will be used as a basis to guide transport project inputs for funding consideration into respective partner Long-Term Plans (LTP's) and the next Regional Land Transport Plan (RLTP) development in 2026. The RLTP is then used as a funding document to support the region's transport activities with the NLTP cycle.

A formal offer of service from Beca Ltd has been approved for 'Phase 1' of the TSP Programme development, which is the TSOF v3 review. The commission will be undertaken between November 2025 – March 2026 and will focus on three stages of work as outlined below in Figure 1. The commission will also include targeted meetings with TSP representatives (TCC, BOPRC, WBOPDC, NZTA) to ensure programme alignment.

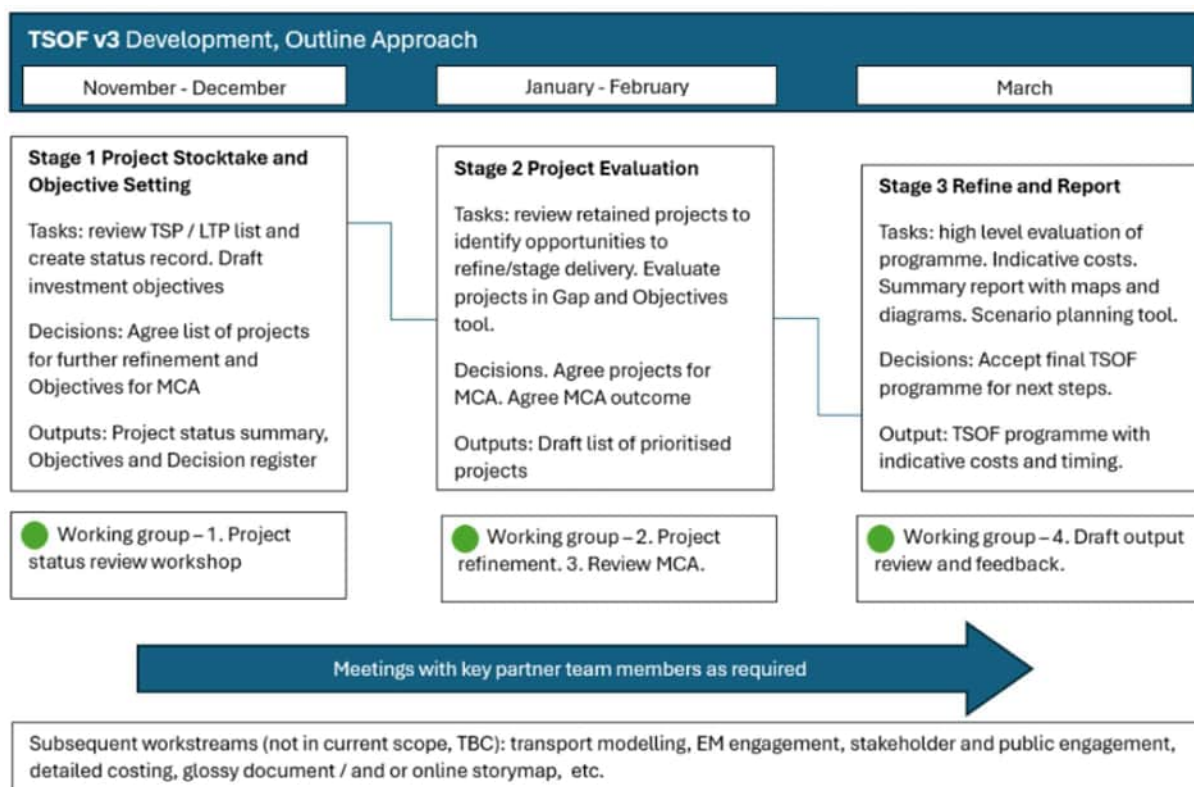


Figure 1 - TSOF v3 Development November 2025 - March 2026

A working group made up representatives across the partnership has been developed to support TSOF v3 and provide additional resource to the lead consultant, Beca Ltd. The SmartGrowth Technical Advisor (Nichola Leonard) is a part of this working group to ensure alignment with SmartGrowth.

Additional phases following the 'Phase 1' technical review will be required to ensure the updated prioritised programme can integrate with respective partner processes, notably LTP and RLTP processes. These key phases have been mapped out, and may include:

Phase 2 - Targeted modelling / LTP costing updates

Phase 3 – Graphics (to support engagement/governance approvals)

Phase 4 – Engagement (elected members, governance, project teams, public).

A report detailing the recommended TSP programme timeline will be submitted to the TSP Executive Steering Group for approval in March 2026.

Ensuring alignment and integration between TSOE and these processes is critical to securing local share funding from partners and enabling inclusion in the RLTP to be considered for NZTA funding. Key dates for these wider partner organisation processes are as follows:

Organisation	LTP / RLTP / SHIP Phase		
	Pre-Engagement	Consultation	Adoption
Tauranga City Council	September – October 2026	November – December 2026	June 2027
Bay of Plenty RC - LTP	September – October 2026	March – April 2027	June 2027
NZTA (SHIP)		February – March 2027	August 2027
NZTA NLTP	August 2026 – January 2027		August 2027
WBOPDC	August – October 2026	March – April 2027	June 2027
Bay of Plenty RC - RLTP	N/A	March 2027	June 2027

Table 1 - TSP Partner Timelines

TSP Projects

Table 2 below highlights some of the key project updates in the TSP Programme.

Project	Update / Comment
SH2 Omokoroa Road Interim intersection upgrade (Interchange) - WBOPDC	<ul style="list-style-type: none"> Construction of this project is well underway, with an estimated completion date of 30 April 2026 for the HEB section. There is a functional roundabout in place already, whilst construction of the roundabout is focused on specific areas, currently on the southeastern side with excavation to subgrade and stormwater works continuing.
Omokoroa Transport Improvements - WBOPDC	<ul style="list-style-type: none"> The Prole Road construction contract activities are progressing as well with an estimated completion date of mid July 2025. The Industrial Road is under construction with an estimated completion date of 30 September 2025. Omokoroa Road Urbanisation (CH240 – Prole Road) is under construction with an estimated completion date of mid-July 2026. This project is directly related to the State highway roundabout, as the two sites are adjoining. The service relocation spans between both projects, so there is significant coordination required between the two contracts. Prole Road to Railway Omokoroa urbanisation project, expected to be completed by Mid-2026.
Rangiuru Business Park Interchange - WBOPDC	<ul style="list-style-type: none"> The newly constructed SH2 Rangiuru Business Park Interchange ribbon cutting was on 14th February 2025. The park's public access has continued to be off Young Road until the Stage 1A has been completed and the 224 issued by the Council.

Project	Update / Comment
Connecting Mount Maunganui Business Case (SH2 / Hewletts Road Sub-Area) - TCC	<ul style="list-style-type: none"> Initiation of next stage Detailed Business Case / Investment Case underway utilising the Decision Led Approach to BC development. Project team being established by TCC with NZTA support, and detailed plan in development including identification of anticipated key decision points. Programmed to complete DBC by the end of 2026 to support and inform funding prioritisation in 2027 LTP, RLTP and NLTP. Noted as a key project in City and Regional Deals submission with central government.
Cameron Road Stage 1 - TCC	<ul style="list-style-type: none"> The project is now fully complete. Remaining minor works have been transferred to relevant TCC departments for implementation.
Cameron Road Stage 2 DBC - TCC	<ul style="list-style-type: none"> Two Detailed Business Cases (2023 & 2025) have been developed but neither has been approved by NZTA. Revised optimised design concept endorsed by TCC elected members within a reduced funding envelope excluding NZTA co-funding. Awaiting re-confirmation of allocated IAF funding from NIFFCo Construction staging and phasing to be developed and planned in alignment with the Fifteenth Avenue to Welcome Bay project to manage network disruption.
Papamoa East Interchange (PEI) - TCC	<ul style="list-style-type: none"> Encompasses two components: Stage 3 – Construction of Interchange (PEI3), and Stage 4 – Te Okuroa Drive Extension to Te Tumu (PEI4). PEI3 (Interchange Construction): Construction is progressing well, with earthworks complete, all 12 Super T beams installed, and the deck pour scheduled for mid-October. The westbound off-ramp is open for beneficial use, and the project remains on track for completion by mid-2026, potentially earlier. PEI4 (Te Okuroa Drive Extension): Stage 2 construction is 95% complete and currently five weeks ahead of schedule, with final line marking and landscaping underway. A post-SSA and final walkover are planned for November. Overall project on track for completion by March 2026.
Connecting the People – 15 th Avenue to Welcome Bay - TCC	<ul style="list-style-type: none"> ECI procurement phase now complete and progressing to design development First phase of design development through to early 2026 to focus on Hairini Bridge structural capacity and design viability Currently anticipate design completion and associated next phase of implementation funding approval in first half of 2027 Construction currently anticipated between mid-2027 and mid-2029.
Takitimu North Link – Stage 1 and Stage 2 - NZTA	<p>Stage 1: (Tauranga to Te Puna – in construction)</p> <ul style="list-style-type: none"> The current phase of work on the Takitimu North Link Stage 1 project is fully funded (\$884M) with an estimated completion for 2028. Tolling was confirmed in December 2024. The separate SH2 revocation process is underway. <p>Stage 2: (Te Puna to Ōmokoroa)</p> <ul style="list-style-type: none"> Pre-implementation funding was approved by the NZTA Board in May 2025: Construction funding will be considered for prioritisation as part of the 2027-30 NLTP process.

Project	Update / Comment
RoNs Tauriko West - NZTA	<ul style="list-style-type: none"> • In April the NZTA Board endorsed the Investment Case and approved funding for route protection. • Tendering for Professional Services Route Protection commenced early June 25. • The project is underway with strategic property acquisition including a future Tauriko School site. An open day for Tauriko school was planned for November 2025.
RoNS SH29 Omanawa Bridge Replacement	<ul style="list-style-type: none"> • Construction contract awarded in September 2026 and works will begin shortly.
Existing SH2 Revocation Programme Business Case	<ul style="list-style-type: none"> • Programme Business Case completed and delivered in Oct 2024. Business case was not endorsed by VOS but it was noted that PBC has been completed. VOS approved funding for “no regret” revocation activities including progressing a revocation assessment. • Revocation Assessment commenced in May 2025 and is estimated to be completed early 2026. Scope of the revocation assessment includes <ul style="list-style-type: none"> ○ Existing Asset condition assessment ○ Safety Assessment ○ Network Planning assessment/Local Road comparison assessment • Revocation Plan including more detail work for SH2 through Bethlem Town Centre will be scoped up at the same time as the revocation assessment is completed. The scope for revocation plan needs to be approved by VOS as part of the next phase request / transition between revocation assessment and revocation plan.

Table 2 - Project Updates

Development Trends Report 2025

Committee name	SmartGrowth Leadership Group
Meeting date	Monday, 15 December 2025
Author(s)	Chloe Thyne and Natalie Rutland: Western Bay of Plenty District Council Jane Mercado, Ayv Greenway and Andrew Mead: Tauranga City Council
Purpose	Provide a summary of the Development Trends Report 2025

Executive Summary

Development trends in 2025 reflect ongoing economic pressures, including high construction costs, limited supply of developable land, and reduced demand. Although interest rates have eased, broader market conditions continue to constrain development momentum.

Key points:

1. New dwellings consented rose 5% to 820, driven mainly by activity in Western Bay of Plenty District.
2. Subdivision activity fell 28% to 497 new lots, the lowest since 2017.
3. Dwelling and section sizes continue to decrease, reflecting rising construction costs and affordability pressures.
4. 30% of estimated greenfield capacity in UGAs remains (15,281 dwellings).
5. Non-residential activity reached a historic low of 135 consents, of which 38 were for new buildings.

These trends reflect national patterns across other urban growth regions, with Auckland and Queenstown being the main exceptions experiencing an uptick this year. Low net migration is also dampening local housing demand.

A presentation will be provided at the meeting, with slides included in Appendix 1.

Recommendations

That the SmartGrowth Leadership Group:

1. **Receives** the Development Trends Report 2025 and the summary paper titled “Development Trends Report 2025.”

Background

The Development Trends Report is produced annually by the SmartGrowth partners for the Western Bay of Plenty sub-region. It contains subdivision, residential and non-residential development and population trends for the subregion, including Tauranga City and Western Bay of Plenty District.

The partner Councils collect the development statistics as part of the monitoring requirements under the Resource Management Act 1991, SmartGrowth, Bay of Plenty Regional Policy Statement, and the National Policy Statement on Urban Development.

Development Trends Report 2025

The 2025 report will be published online in December 2025 and can be found here: [Development Trends Report 2025](#).

This paper provides a summary of the key findings from the report, and some additional information comparing the SmartGrowth subregion with trends in other urban growth partnerships in New Zealand.

A presentation will be made at the meeting by the team that produced the report. The presentation slides are included in Appendix 1.

The presentation slides also include information on recent Stats NZ Subnational Population Projections to 2053.

Key Findings for Western Bay of Plenty Sub-region

Residential building in the sub-region improved slightly in 2025, while subdivision activity continued to decline compared to the previous year.

New dwellings consented increased by 5% to 820, with the net increase attributable to more residential development in Western Bay of Plenty District rather than in Tauranga City.

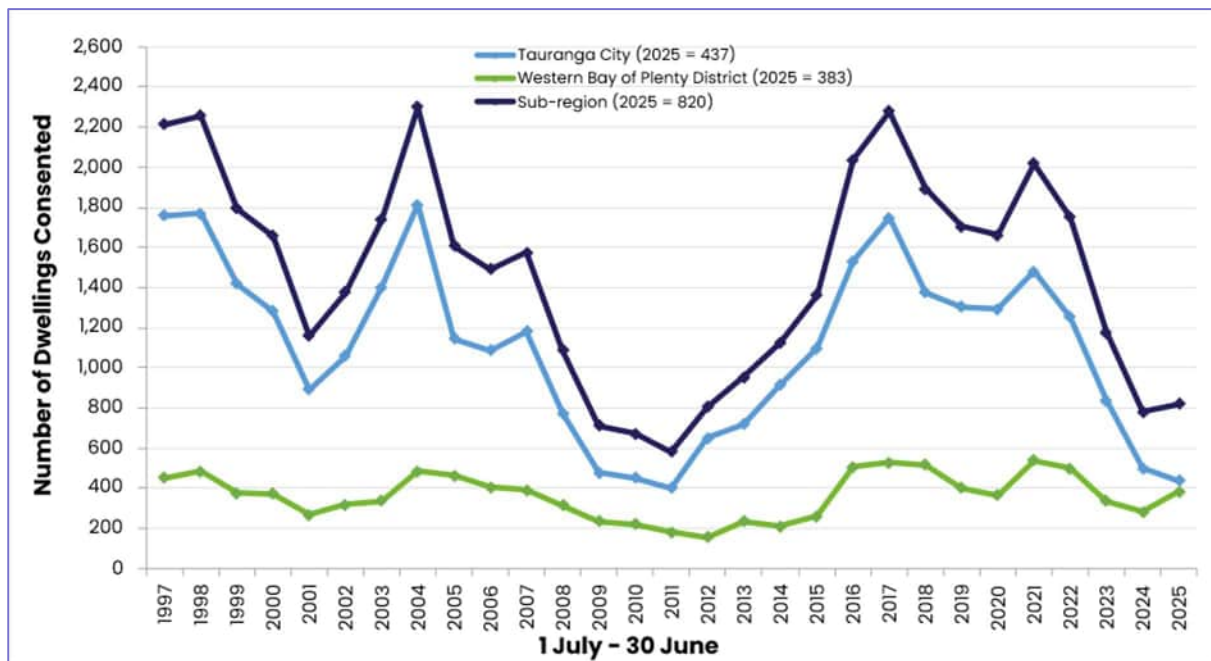


Figure 1 New Dwellings Consented, Western Bay of Plenty Sub-region, 1997-2025

New lots created fell by 28% to 497, reaching its lowest point in 2025 from a peak in 2017. Western Bay of Plenty District's new lots were higher than Tauranga City for the first time.

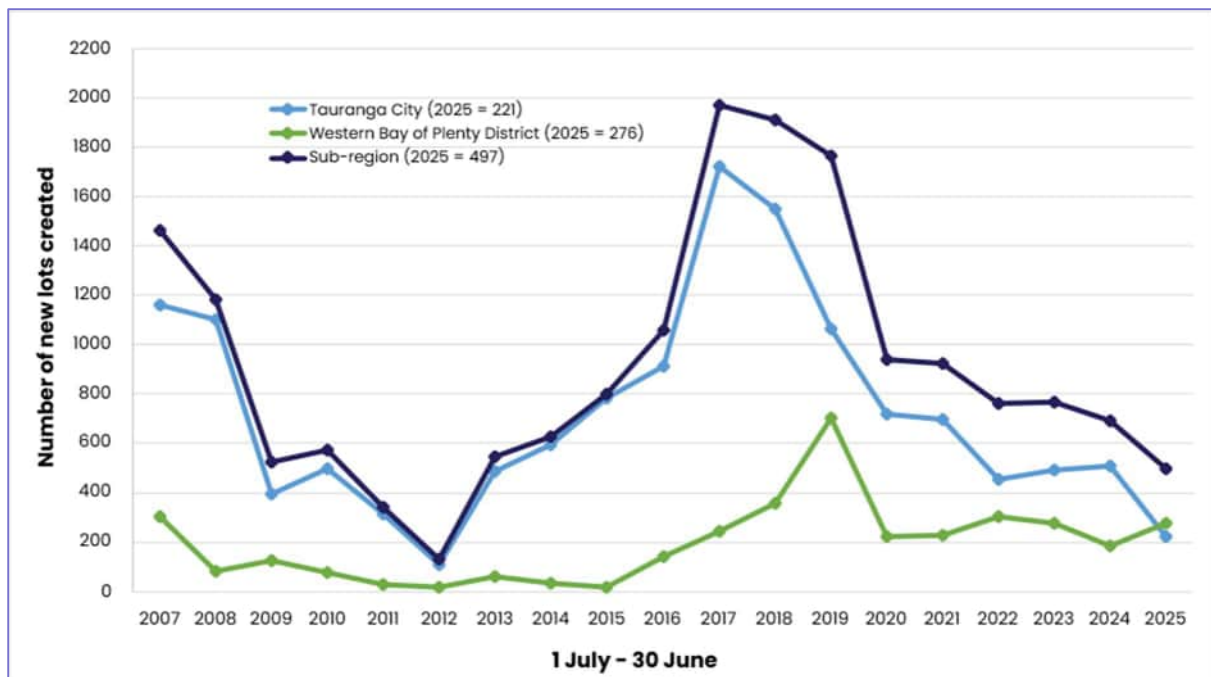


Figure 2 New Lots Created, Western Bay of Plenty Sub-region, 2007-2025

In recent years, both dwelling and section sizes have become smaller, further highlighting the impact of rising construction costs and affordability challenges.

Of the total estimated dwelling yield for the sub-region's greenfield UGAs, 31% capacity or 15,631 potential dwellings remained as at 30 June 2025.

The sub-region recorded a historic low of 135 non-residential building consents in 2025, of which 38 were for new buildings.

Growth Region Comparisons

Trends in dwellings consented and new lots created reflect the cyclical nature of property development over time. Although land supply constraints are likely influencing development, broader economic factors are significantly at play.

Figures 3 and 4 illustrate that these cyclical trends are affecting all growth regions, but to varying degrees. Auckland and Queenstown have seen an increase in new dwellings this year, while other growth regions follow a similar downward trend to ours.

As a sub-region whose greatest population growth driver is internal migration from mainly Auckland and Waikato, and internal movement between Tauranga City and Western Bay of Plenty District, the record numbers of New Zealanders who have left the country in the last year are also playing a part in reduced demand.

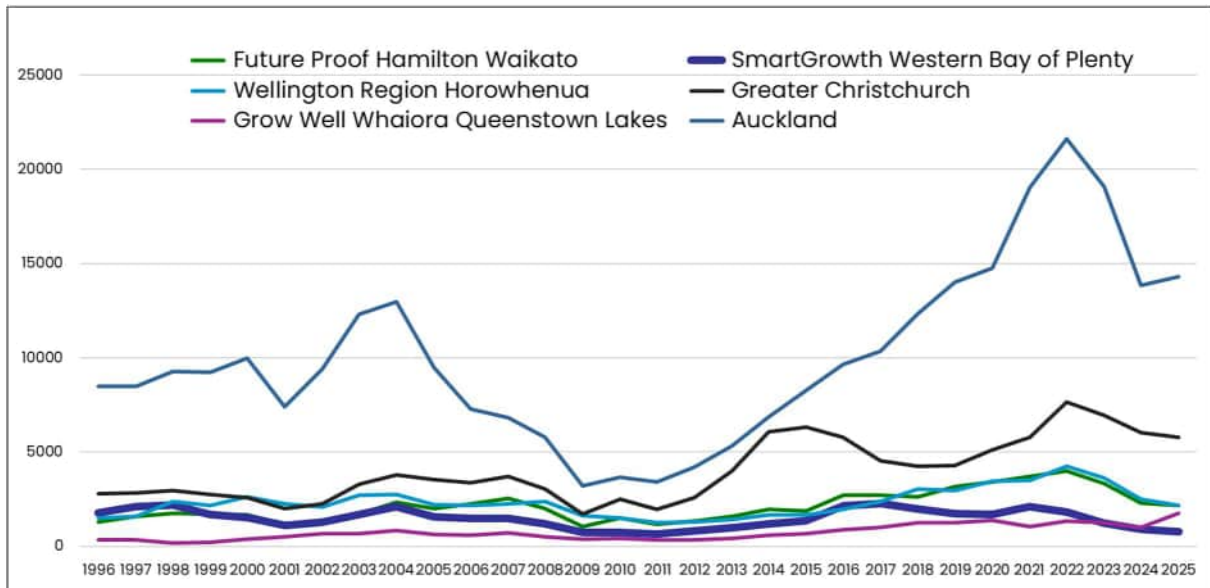


Figure 3 New Dwellings Consented by Growth Regions including Auckland, 1996-2025

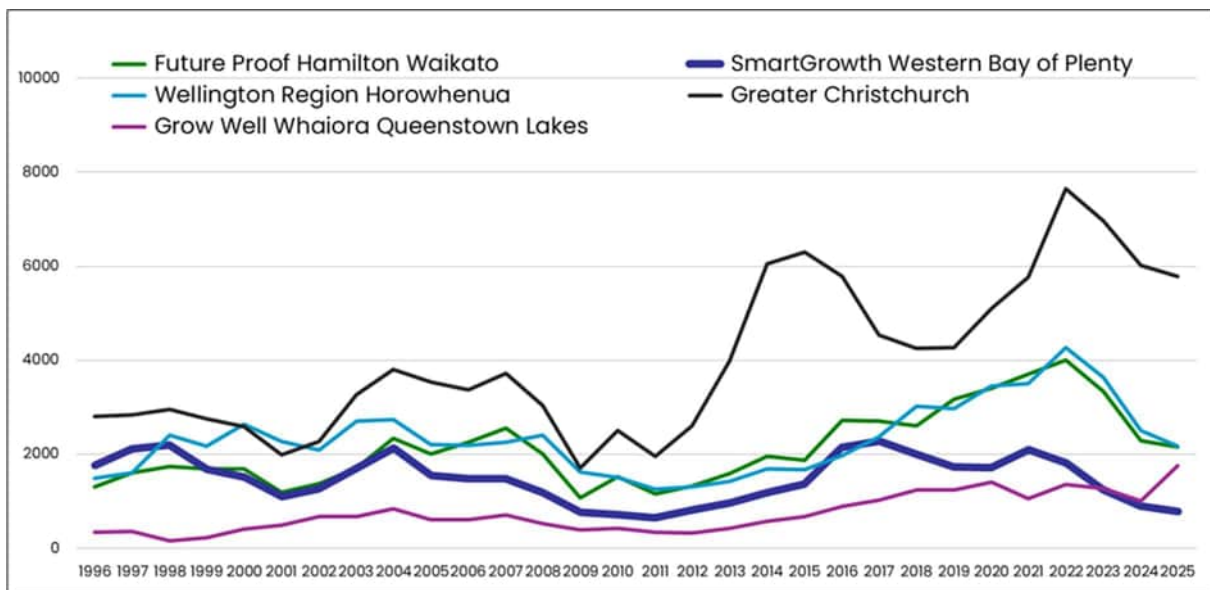


Figure 4 New Dwellings Consented by Growth Regions excluding Auckland, 1996-2025

Appendix 1: Presentation Slides



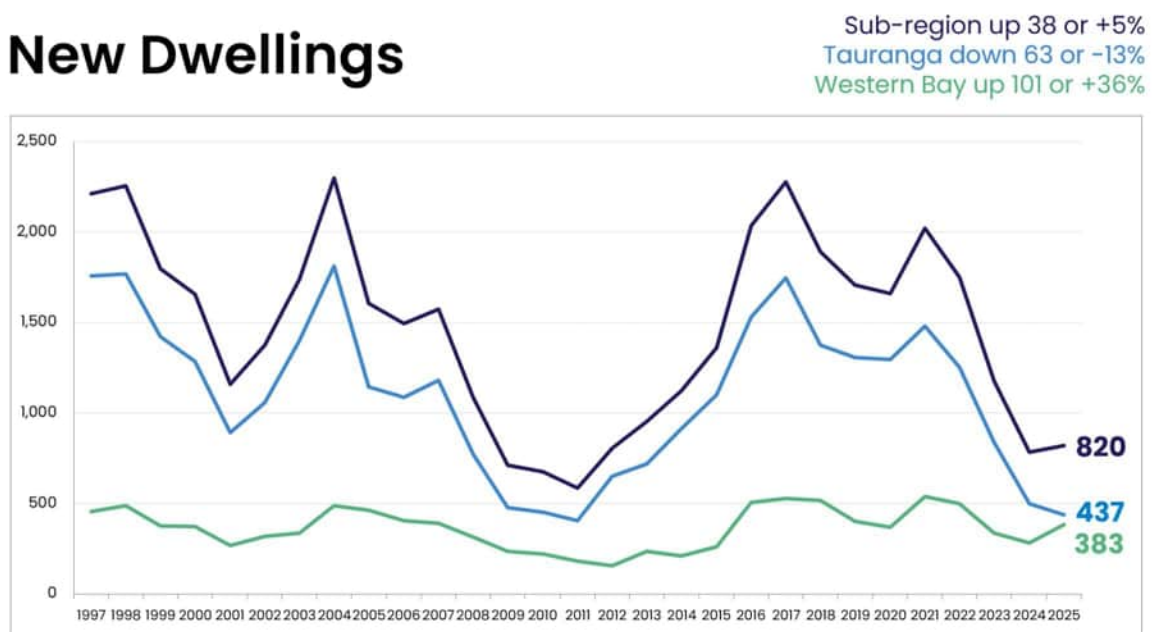
2025 Development Trends Report

- Technical report produced each year by partner Councils
- Trends in new dwellings built and new lots via subdivision
- Trends in dwelling sales, prices, rents and affordability, housing typology, capacity, industrial and commercial land and non-residential consents
- Required by SmartGrowth, Regional Policy Statement and National Policy Statement on Urban Development
- Covers the annual period 1 July 2024 – 30 June 2025

Key Findings

- Residential new dwellings increased by 5% to 820 this year
- Subdivision activity continued its long term decline to 497 new lots created, a 28% decline from last year
- Dwellings and lot sizes have become smaller over time
- Residential and subdivision development declines reflect ongoing economic pressures – high construction costs, limited supply of developable land and reduced demand
- Other growth regions are seeing similar trends, while Queenstown Lakes and Auckland have increased

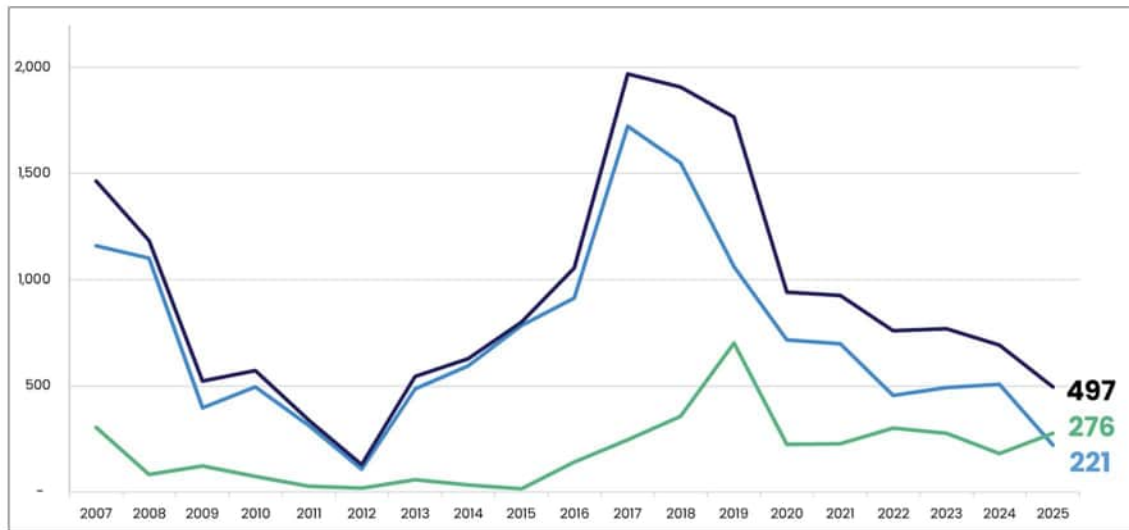
New Dwellings



New Lots

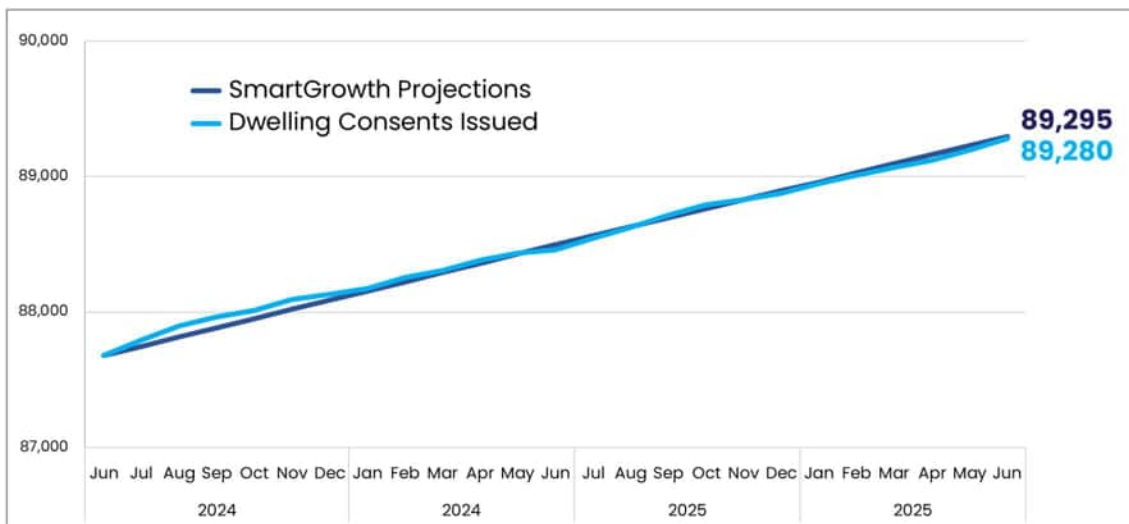
Western Bay higher than
Tauranga for the first time

Sub-region down 194 or -28%
Tauranga down 287 or -56%
Western Bay up 93 or +51%



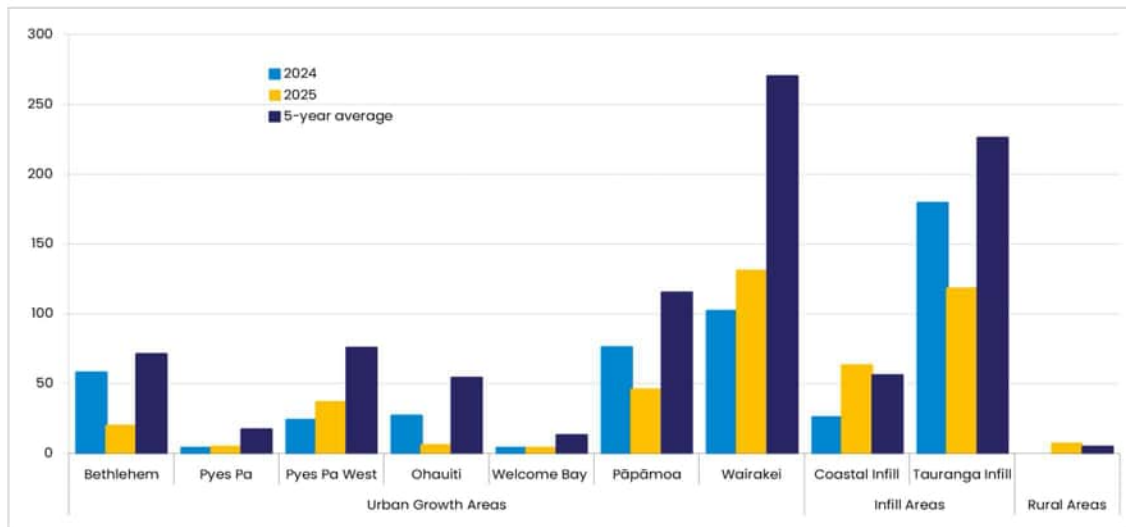
Dwelling Projections

15 less dwellings than
projected for the Sub-region



Tauranga City

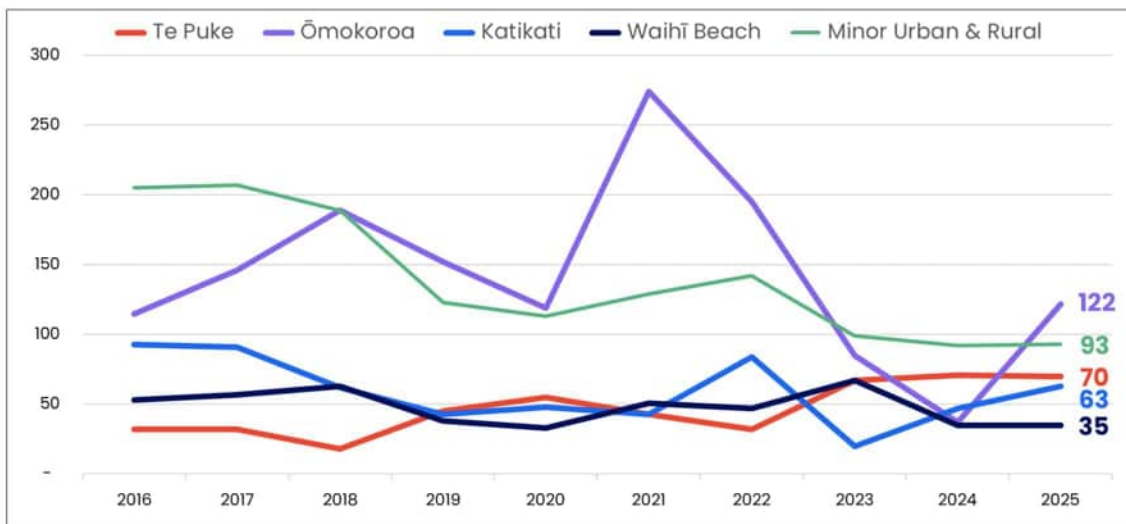
57% of 437 new dwellings in UGAs
43% in infill areas



7

Western Bay

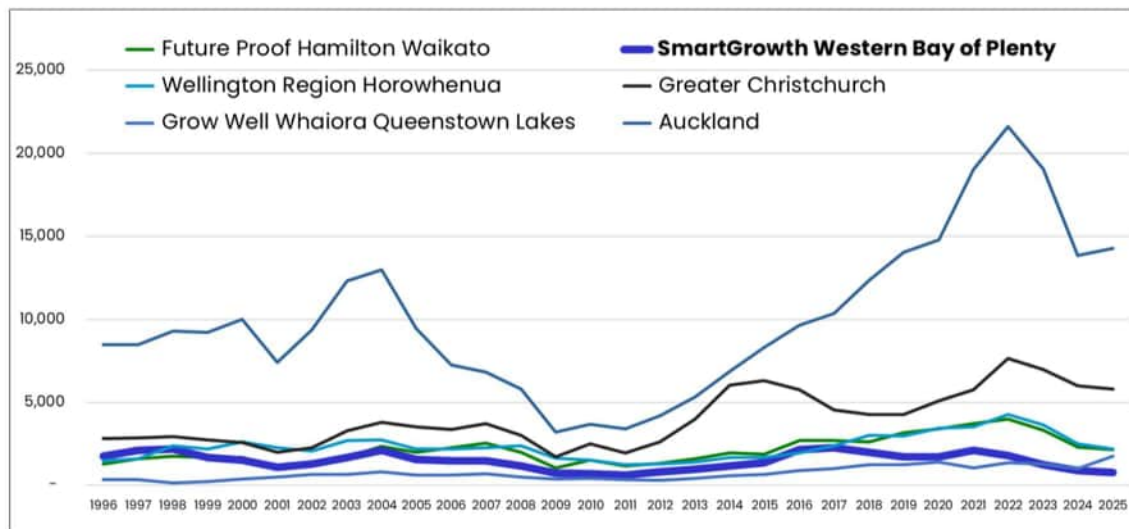
76% of 383 new dwellings in UGAs
Ōmokoroa and Katikati increased



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Growth Regions

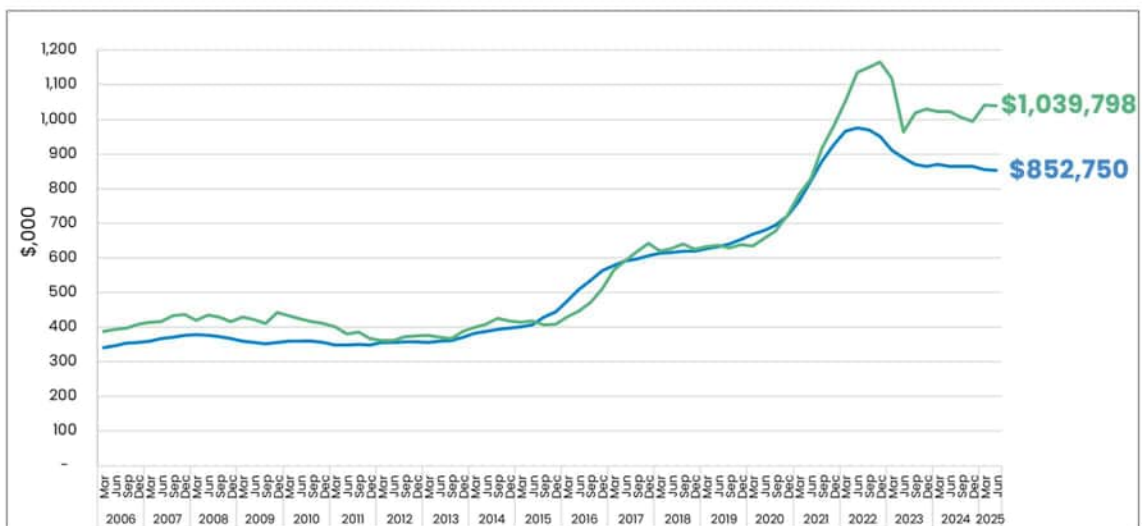
Queenstown Lakes and Auckland increased dwellings this year



9

Median Selling Price

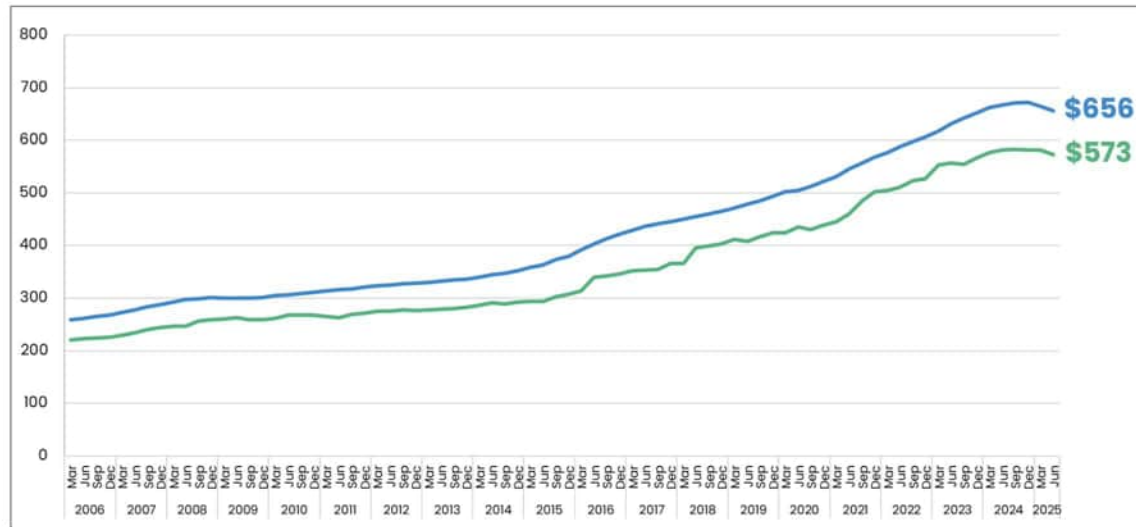
Tauranga down -1%
Western Bay up +2%



10

Average Rent

Tauranga down -2%
Western Bay down -1%



11

Mortgage Affordability

Improved as mortgage
interest rates have fallen



12

Deposit Affordability

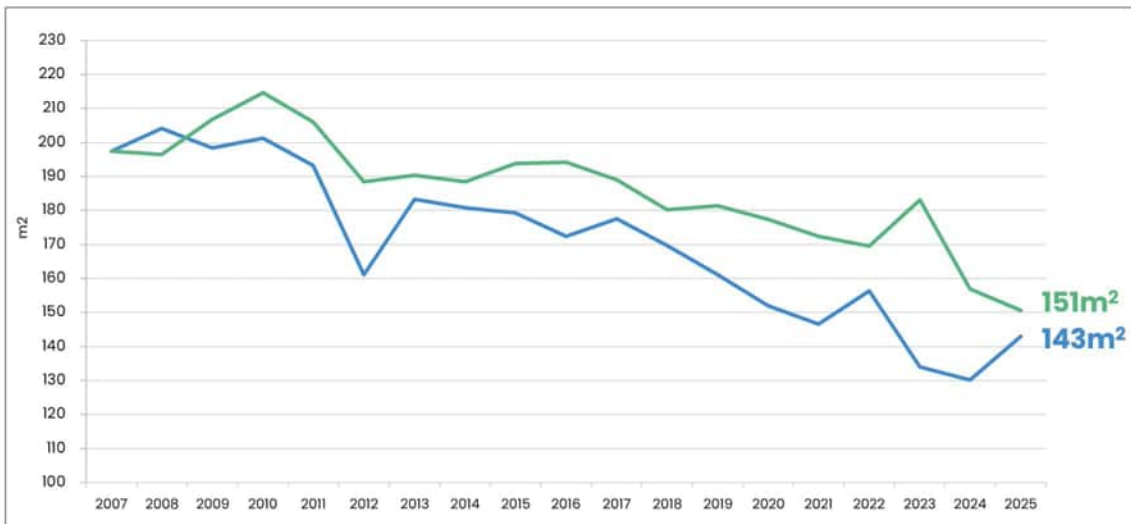
Continued decline
in securing a deposit



13

Average Floor Area

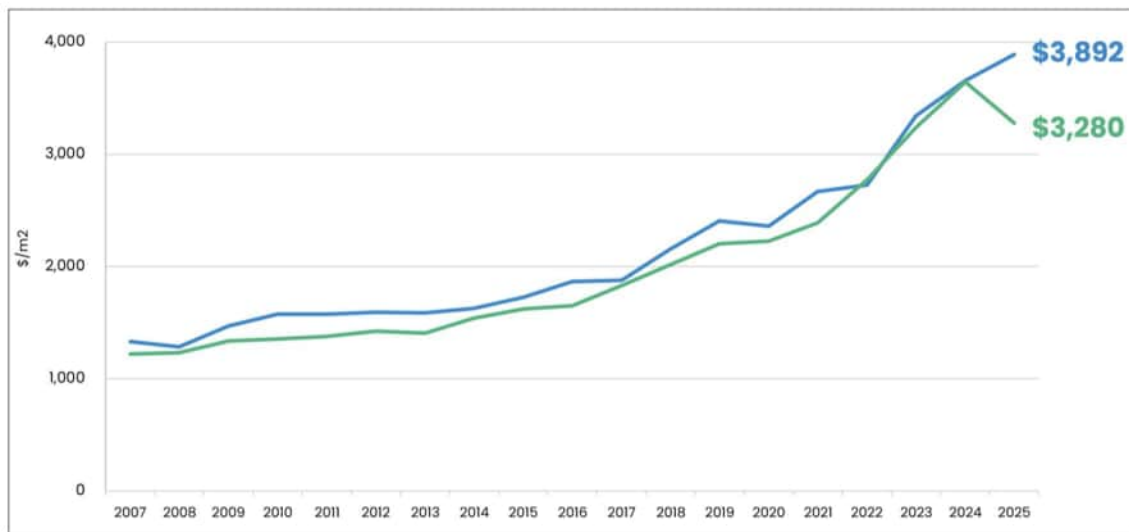
Tauranga up +13m²
Western Bay down -6m²



14

Construction Cost

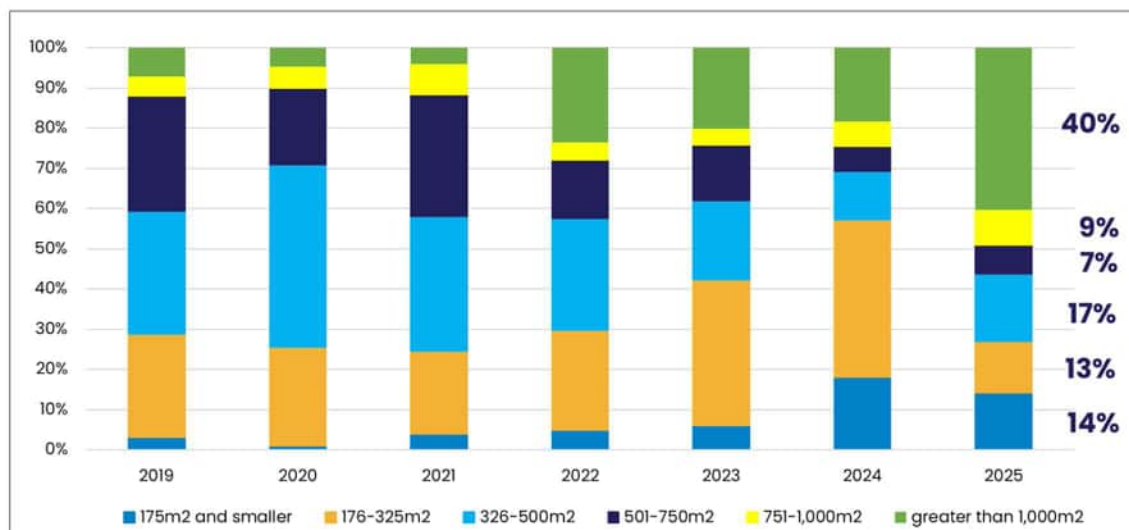
Tauranga up +6%
Western Bay down -10%



15

Lot Sizes

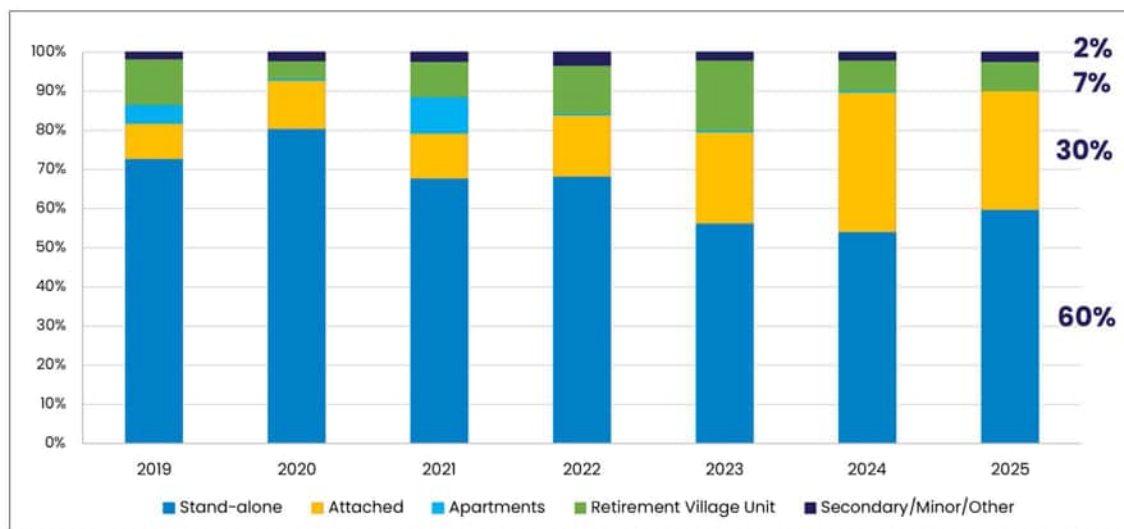
Tauranga <176m² prevalent lot size
Western Bay >1,000m² prevalent lot size



16

Dwelling Types

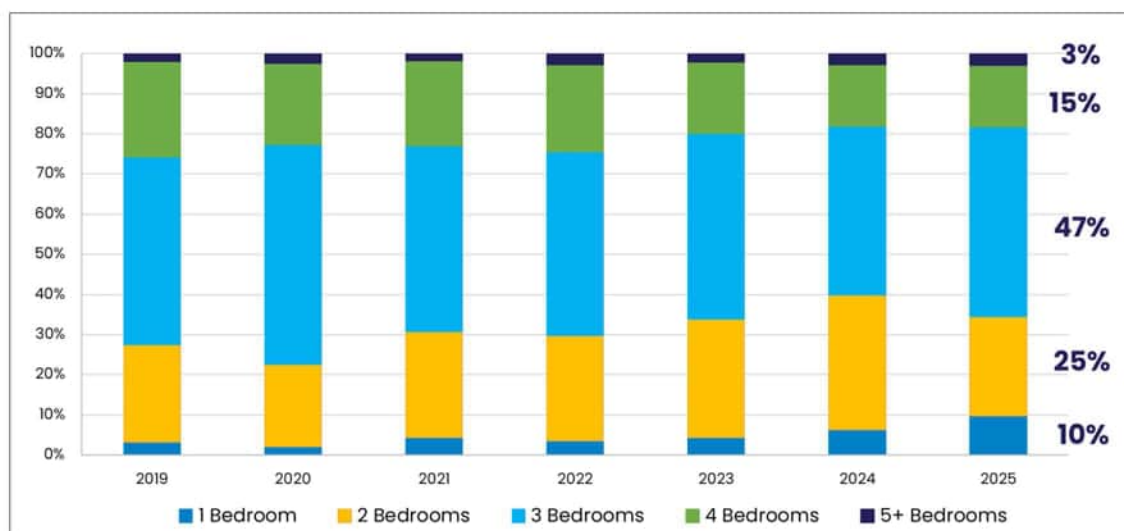
Increase in stand-alone dwellings
Decline in attached dwellings



17

Bedrooms

Decline in 2 bedrooms
Increase in 3 bedrooms
Same level of 4 and 5 bedrooms



18

Capacity

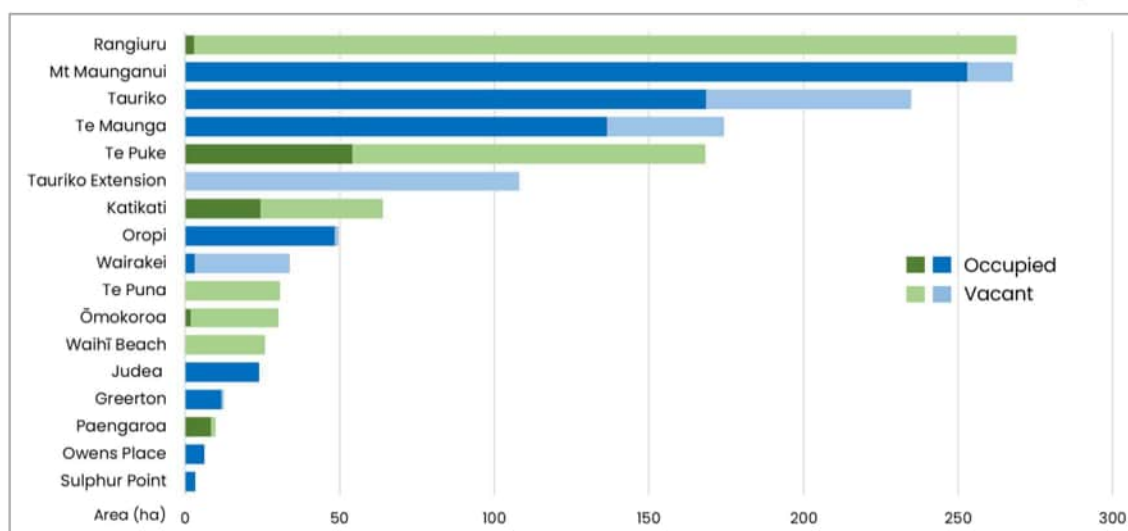
Sub-region 31% remaining
 Tauranga 30% remaining
 Western Bay 31% remaining

Urban Growth Area	Total Dwellings Yield	Dwellings June 2025	Remaining Dwellings	Remaining Capacity %
Bethlehem	6,350	3,960	2,390	38%
Pyes Pa	2,960	2,675	285	10%
Pyes Pa West	2,950	2,410	540	18%
Ohauti	2,105	1,640	465	22%
Welcome Bay	2,160	1,985	175	8%
Pāpāmoa	8,050	7,090	960	12%
Wairakei	5,700	3,650	2,050	36%
Tauriko West	3,000	0	3,000	100%
Ohauti South	350	0	350	100%
Tauranga City	33,625	23,410	10,215	30%
Waihī Beach	3,511	3,218	293	8%
Katikati	3,975	2,545	1,430	36%
Ōmokoroa	4,985	2,664	2,321	47%
Te Puke	4,723	3,351	1,372	29%
Western Bay	17,194	11,778	5,416	31%
Sub-Region	50,819	35,188	15,631	31%

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Business Land

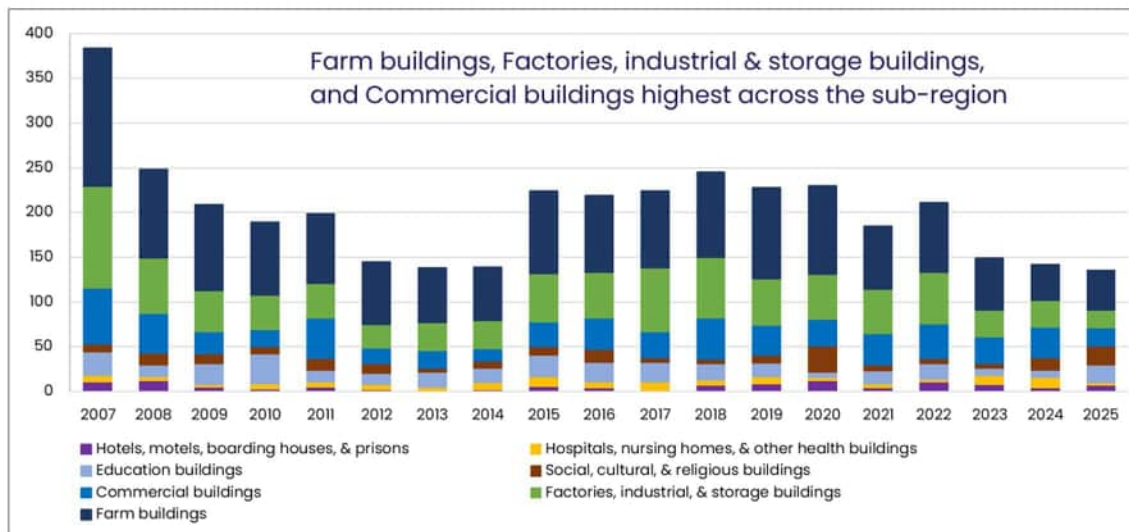
Vacant industrial zoned land is located at Mt Maunganui, Tauriko, Te Maunga, Oropi, Wairakei/Pāpāmoa East, Greerton, Rangioru, Te Puke, Katikati, Te Puna, Ōmokoroa, Waihī Beach and Paengaroa



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Non-Residential Consents

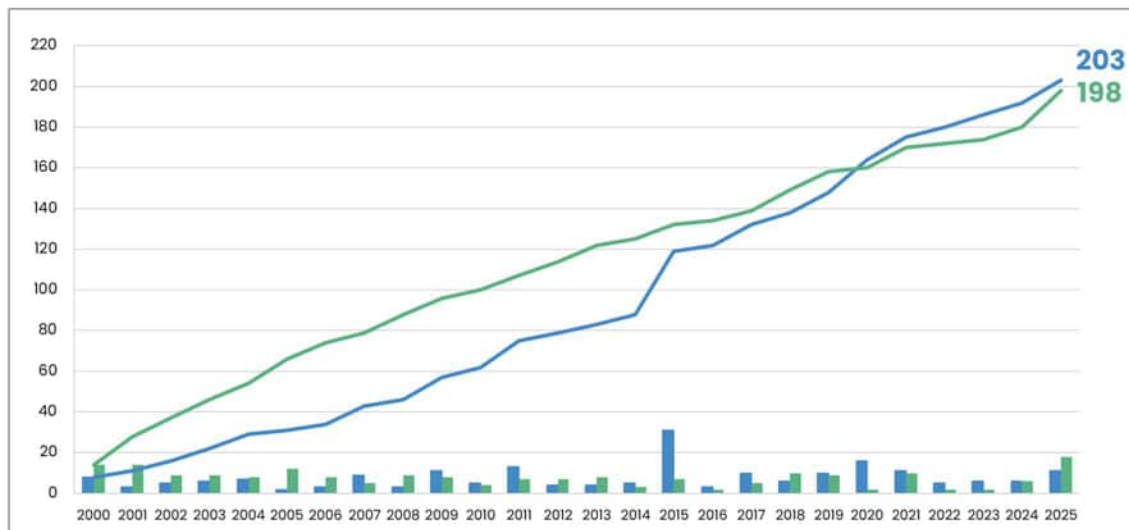
Tauranga 27 new buildings
Western Bay 11 new buildings



21

Papakāinga

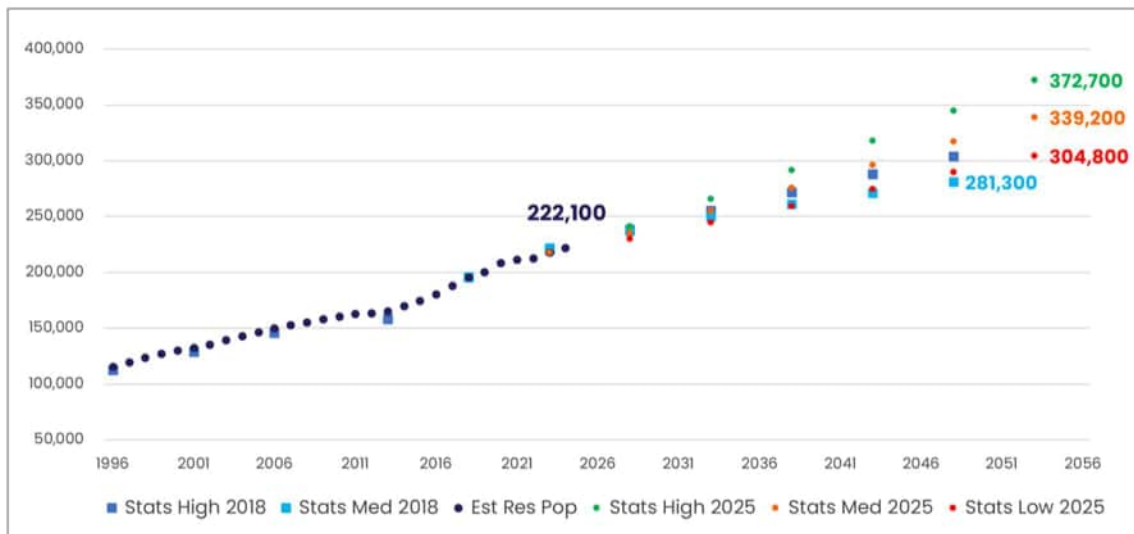
Tauranga 203 dwellings
Western Bay 198 dwellings



22

Population Projections

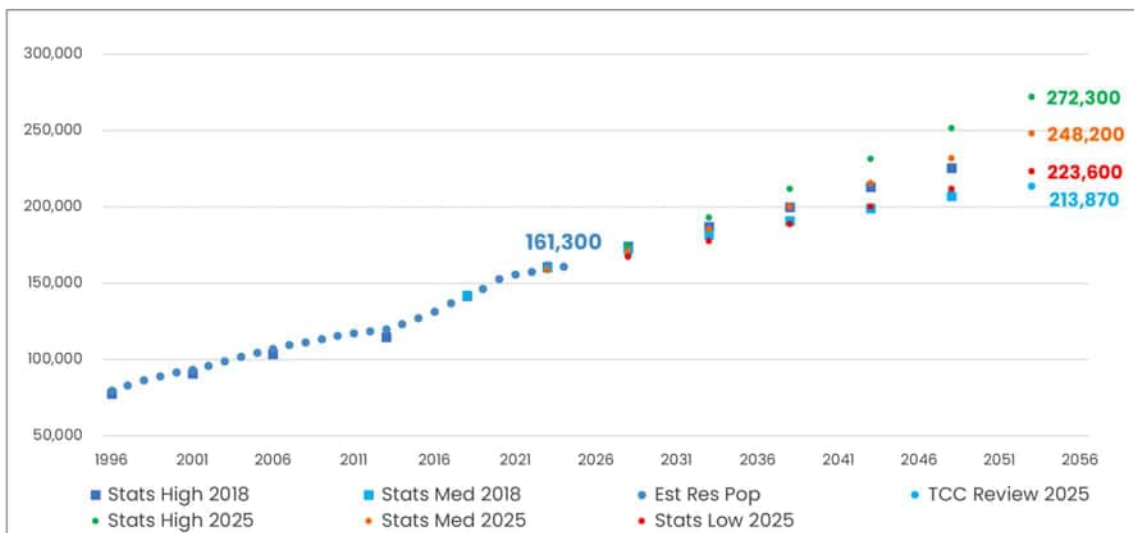
Based largely on positive net migration
Younger people of childbearing age



23

Tauranga City

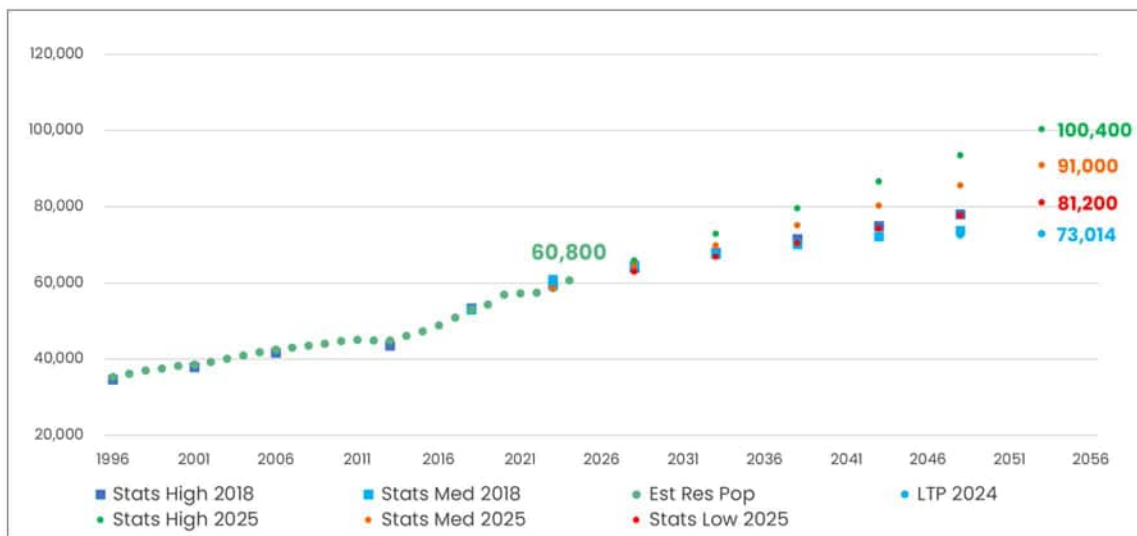
Potential ~60,000 more people than projected



24

Western Bay

Potential ~30,000 more people than projected



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KPI Monitoring

Committee name	SmartGrowth Leadership Group
Meeting date	Monday, 15 December 2025
Author(s)	Craig Batchelar – SmartGrowth Strategic Advisor Nichola Lennard – SmartGrowth Technical Advisor
Purpose	To provide SLG with an update on the Key Performance Indicators as identified in the Urban Form and Transport Initiative

Executive Summary

The Urban Form and Transport Initiative (UFTI) programme business case was adopted by the SmartGrowth partners in 2020. Part of the UFTI programme was a set of Key Performance Indicators (KPIs) to monitor the performance of the programme and its implementation.

This report sets out the KPI findings for 2025. For two benefit areas – housing and prosperity, there has been alignment with the desired trend. For movement there has been a mixed outcome and for environment the measures indicate being against the desired trend.

The extent of change in the operating environment means it would be prudent to review the KPIs in 2026. We will then have a better understanding of the resource management and local government reforms.

Recommendations

That the SmartGrowth Leadership Group:

1. **Receives** the report “KPI Monitoring”.
2. **Notes** the KPI monitoring contained in Appendix 1.
3. **Notes** that the KPIs will be reviewed once the operating environment becomes clearer.

Background

The Urban Form and Transport Initiative (UFTI) was adopted by the SmartGrowth partners in 2020. UFTI provides a programme business case which sets out an integrated land use and transport programme, and delivery plan for the western Bay of Plenty subregion.

Part of the UFTI programme was a set of Key Performance Indicators (KPIs) to monitor the performance of the programme and its implementation. This KPI monitoring is an expected part of the implementation of UFTI and was a condition of the Waka Kotahi – NZ Transport Agency Board endorsing the UFTI Programme Business Case.

UFTI identified SmartGrowth as the accountable entity for monitoring and reporting on benefit realisation and KPIs. The reporting framework that was established in 2021 has required adjustment as some data is no longer available or has changed.

A framework for measuring the KPIs was put in place in 2021. The KPIs were reported on in 2021 and 2022/2023.

KPI Monitoring

UFTI Benefits

The KPIs are set against the following UFTI benefits:

- Housing – we have the housing we need and can afford
- Movement – we can move and enjoy our live, learn, work and play lifestyle
- Environment – the quality of our environment is improving
- Prosperity – our economic productivity and prosperity are improving for all

These are supported by objectives which have flowed through into the SmartGrowth Strategy.

Limitations and Collection of Data

There are limitations in the data and some of the measures have required adjustment due to the inability to obtain the data. The aim is to establish a baseline which we can consistently monitor against on an annual basis.

The SmartGrowth website contains several dashboards. some of these have been used to report on the KPIs. The Development Trends report has also provided a useful source of information as have Waka Kotahi, Stats NZ and Priority One.

Findings

Initial findings are presented in **Appendix 1**. A summary is provided below. The green colour indicates alignment with the desired trend, orange is a mixed outcome and red indicated going against the desired trend.

UFTI KPIs			
Benefits		Current Measure	Result
Housing	We have the housing we need and can afford	Housing Affordability (mortgage and rental affordability index) Change in housing typology in the sub-region (dwellings consented)	Desired Trend: Up Actual Trend: Up
Movement	We can move and enjoy our live, learn, work and play lifestyle	Number of Death and Serious Injury crashes within the western Bay of Plenty subregion	Desired Trend: Down Actual Trend: Down for Fatal Crashes Static - Up for Serious injuries
Environment	The quality of our environment is improving	Mode Share (travel to work)	Desired Trend: Private Car Down, Bus and Active Modes Up Actual Trend: Private Car Up and Static Bus and Active Modes Static
Prosperity	Our economic productivity and prosperity are improving for all	Average and median household income (gross) in western Bay of Plenty (mean household income and mean household income growth)	Desired Trend: Up Actual Trend: Up (noting that growth rate is down)

Several of the KPI results in Appendix 1 show that the actual trend is meeting the desired trend. However, these are often due to factors that are outside of the control of SmartGrowth and the partners. Market conditions and the economy play a significant role.

There are several areas that we are currently working on to obtain data. This includes:

- Jobs accessible within a 30-45 minute travel threshold
- Percentage of people living in an urban area within 500 metres of PT services
- 4. Tonnes of harmful emissions emitted per year from transport
 - Mode share of domestic freight (% of freight moved by, rail, and coastal shipping)

Implications of Policy Reforms

When the new SmartGrowth Strategy was adopted in 2024, it was considered timely to review the KPIs given that the SmartGrowth Strategy now expands the matters covered by UFTI. However, the extent of change in the operating environment means it would be prudent to review the KPIs in 2026. We will then have a better understanding of the resource management and local government reforms, including the role that SmartGrowth plays in regional spatial planning.

Appendix 1: UFTI KPI Report 2025

Urban Form and Transport Initiative - Key Performance Indicator (KPI) Monitoring Framework

Housing: We have the housing we need and can afford.

Key Performance Indicator: Housing Affordability

Desired Trend: Up | **Actual Trend:** Up | **Source:** Ministry of Housing and Urban Development via Development Trends Report

Note: A positive change in the mortgage affordability and rental affordability index indicates improving affordability and negative change indicates declining affordability.

Commentary:

Housing affordability presents a mixed picture. The national cooling of the housing market has also occurred in the western Bay of Plenty sub-region. This translates to improvement in mortgage serviceability as shown by positive change in mortgage affordability from near zero in June 2024 to 42% in Tauranga City and 38% in Western Bay of Plenty District in June 2025. The index change indicates that servicing a mortgage has become more affordable making conditions more favourable for prospective home buyers compared to the previous year.

Despite this, housing affordability is still an issue for many households.

Rental affordability in the sub-region has slightly improved in the last 12 months to June 2025. In Tauranga City the change in rental affordability increased from 2% to 3%, while in Western Bay of Plenty District, it increased from below zero to 4%.

UFTI Trend (2020-2025)

There was worsening affordability between the period 2020 – mid 2022. From that point on housing affordability began to improve and has continued to do so in 2025. This is tied to market conditions and is consistent with what has been occurring nationally.



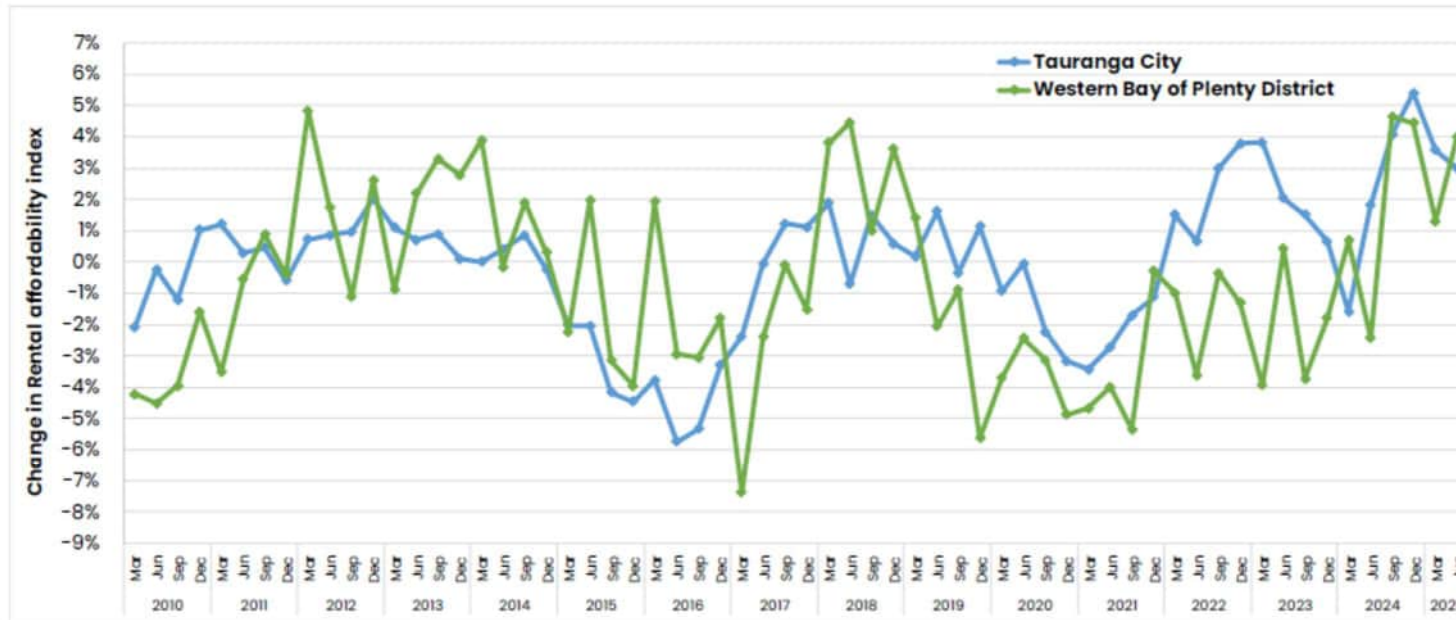
Annual change in mortgage affordability index, Tauranga City and Western Bay of Plenty District, 2010 to 2025



Source: HUD



Annual change in rental affordability index, Tauranga City and Western Bay of Plenty District, 2010 to 2025



Source: HUD



Annual Change in Housing Affordability Indicators 2003 - 2025



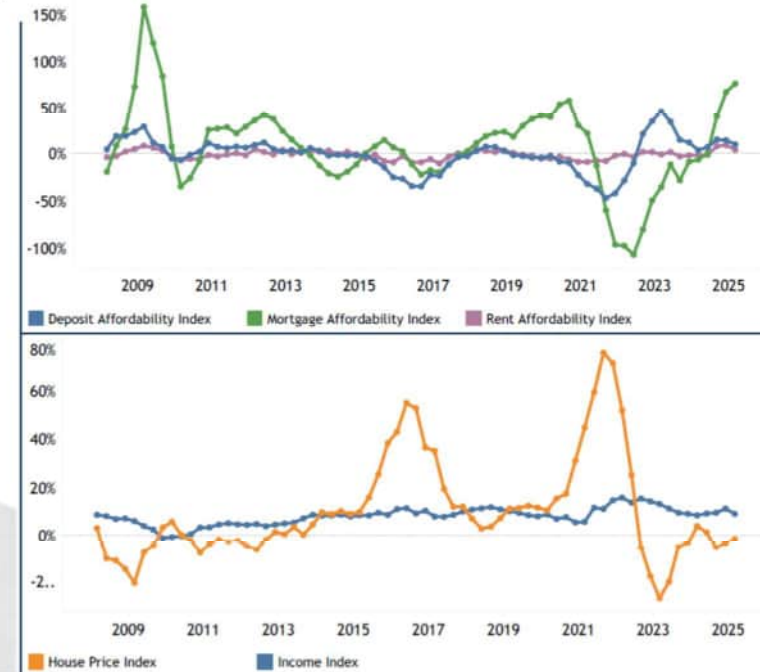
Area: Western Bay of Plenty Sub Region
Select Start Date: Mar 2008
Select End Date: Mar 2025

10.7% Deposit Affordability Index March 2025	
4.9% Change in Rent Affordability Index March 2025	
4.3% Change in Rent Price Index March 2025	
76.3% Change in Mortgage Affordability Index March 2025	
1	A
	2
	3

Western Bay of Plenty Sub Region | Deposit affordability index | March 2025



Annual Change, Western Bay of Plenty Sub Region



Housing: We have the housing we need and can afford.

Key Performance Indicator: Change in housing typology in the sub-region

Desired Trend: Up | **Actual Trend:** Up | **Source:** Development Trends Report

Commentary:

A gradual shift in housing typologies in Tauranga City, with stand-alone dwellings consistently dominating the market in earlier years, accounting for 80% of all dwelling units consented in 2018. Other dwelling types, attached dwellings and retirement village units made up a relatively smaller share of 9% and 10%, respectively. Although stand-alone homes remained the most common typology throughout, the proportion declined over time to 59% in 2025.

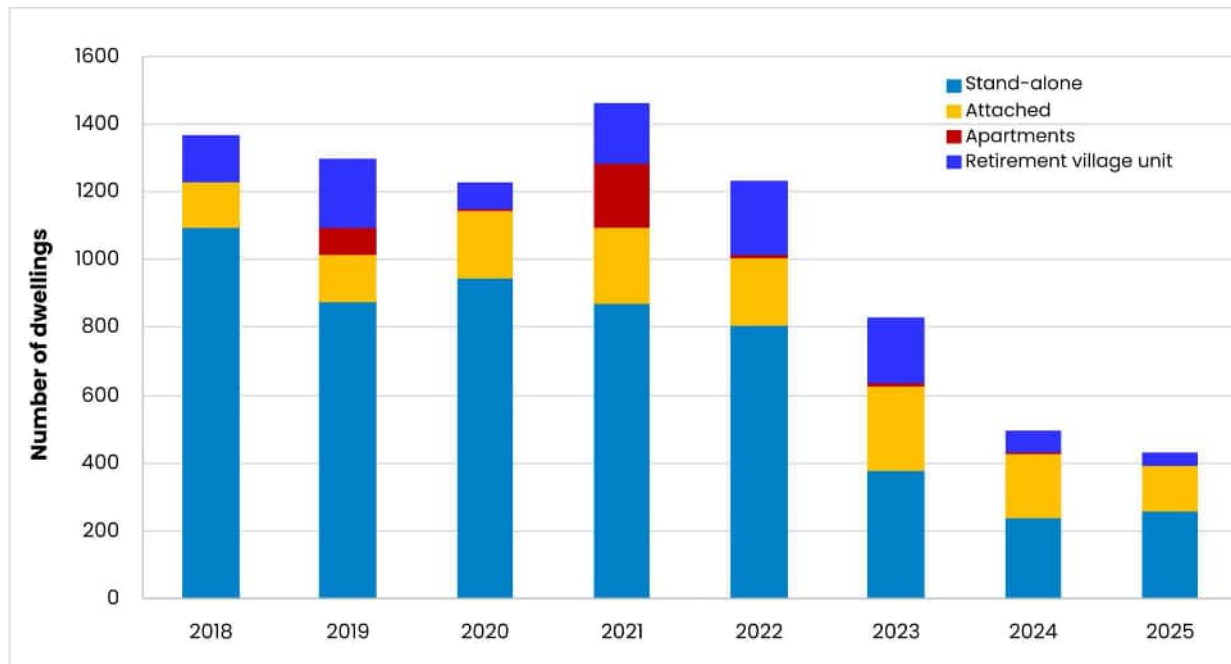
Numbers of stand-alone dwellings increased in number to 232 in 2025 in the Western Bay of Plenty District, yet continued to decline as a proportion of total dwellings consented to 61%, down from 84% in 2023 and 65% in 2024. Due to the recent Medium Density Residential Standard rules, duplex and multi-unit dwellings combined increased to 111 dwellings or 29% of all new builds.

UFTI Trend (2020-2025)

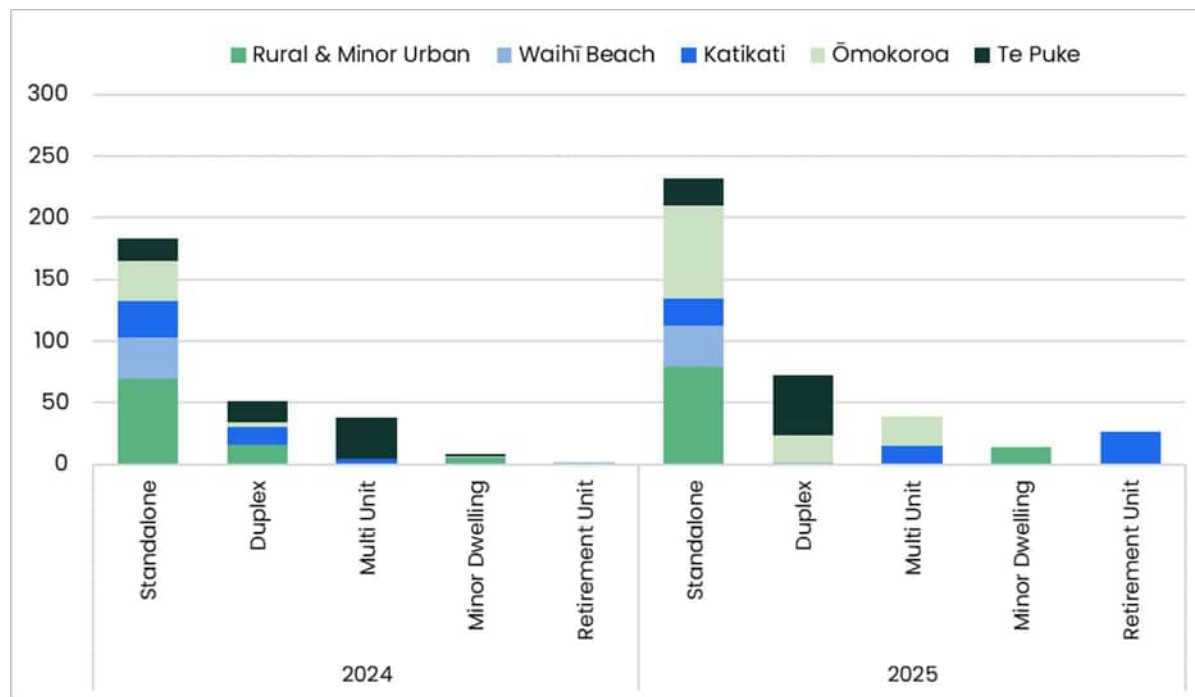
There has been a steady shift towards a more varied housing typology in the sub-region. Stand-alone dwellings have moved from consistently dominating the market to having a declining proportion of total dwellings built. This may have been assisted by the introduction of the Medium Density Residential Standard provisions. Apartments are still a very small proportion of housing typology in the sub-region.



Main type of dwellings consented, Tauranga City, 2018 to 2025



Types of dwellings consented, Western Bay of Plenty District, 2024 to 2025



UFTI Benefit: Movement: We can move and enjoy our live, learn, work and play lifestyle.

Key Performance Indicator: Number of Death and Serious Injury crashes within the western Bay of Plenty subregion

Desired Trend: Down | **Actual Trend:** Down for Fatal Crashes Static/Up for Serious injuries | **Source:** Road Accidents (Crash Analysis System)

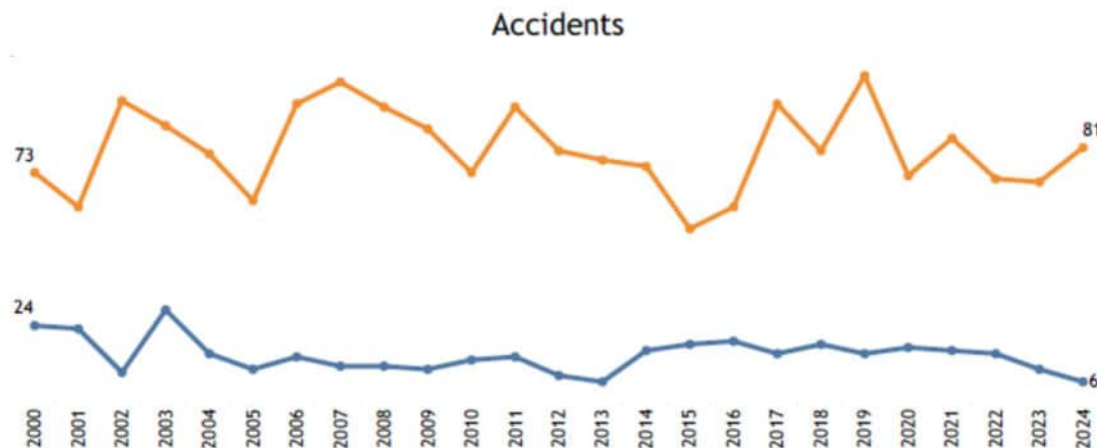
Commentary:

The number of fatal accidents has been steadily declining in the sub-region. This is consistent with national trends. The number of serious injury road accidents has been varied but there has not ben an overall downward trend.

UFTI Trend (2020-2025)

Serious injury road accidents have been relatively steady since 2020, although there was an increase in 2024. There is no downward trend. Fatal road accidents have declined steadily, including over the 2020-2025 period.

Deaths and Serious Injury Road Accidents, western Bay of Plenty sub-region



UFTI Benefit: Environment: The quality of our environment is improving.

Key Performance Indicator: Mode share

Desired Trend: Private Car Down, Bus and Active Modes Up | **Actual Trend:** Private Car Up and Static, Bus and Active Modes Static | **Source:** Statistics NZ

Commentary:

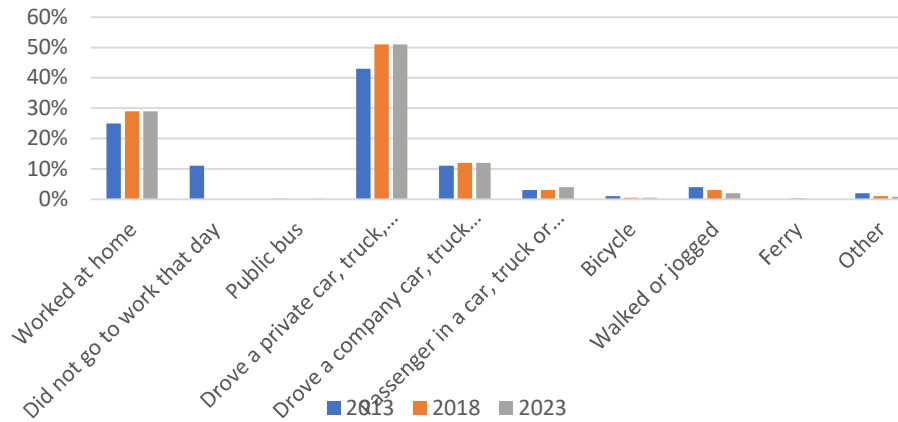
Working from home has shown a strong upward trend over a number of years. The private car remains the dominant mode to travel to work in the sub-region. For Tauranga City there is a slight decline in the use of a private car to travel to work between 2018 and 2023. Bus, cycling and walking have all remained relatively static across the sub-region. Public bus increased slightly for Tauranga City in 2023. Both Tauranga City and Western Bay of Plenty District experienced slight declines in walking as a mode to travel to work in 2023.

UFTI Trend (2020-2025)

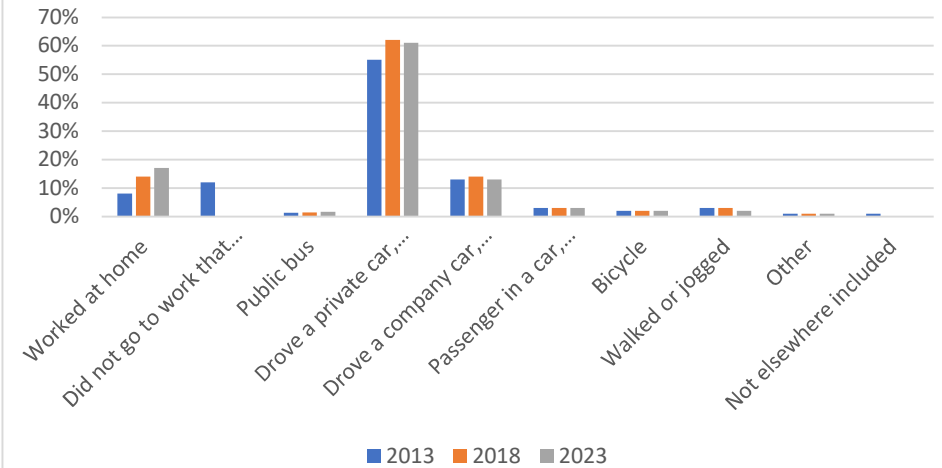
The private car has remained the dominant mode to travel to work, albeit with a slight decline for Tauranga City. Public transport and active modes have not improved their share and in some cases have declined. Working from home has increased over the period but this has not translated into any significant increases in mode share for public transport or active modes. It is likely that the slowed implementation of the UFTI recommended public transport and active mode networks, along with limited demand management tools, has contributed to being unable to achieve this KPI.



Travel to Work, Western Bay of Plenty District
2013-2023



Travel to Work, Tauranga City, 2013-2023



UFTI Benefit: Prosperity: Our economic productivity and prosperity are improving for all

Key Performance Indicator: Average and median household income (gross) in western Bay of Plenty

Desired Trend: Up | **Actual Trend:** Up (noting that growth rate is down) | **Source:** Infometrics and Priority One

Commentary:

The average household income in Western Bay of Plenty District was \$133,806 in 2025, which was higher than the Tauranga City average of \$129,720 and lower than the New Zealand average of \$135,266. Household income growth in Western Bay of Plenty District was 3.8% for the year to March 2025, and 3.5% for Tauranga City. This was greater than the New Zealand average income growth at 1.8%.

UFTI Trend (2020-2025)

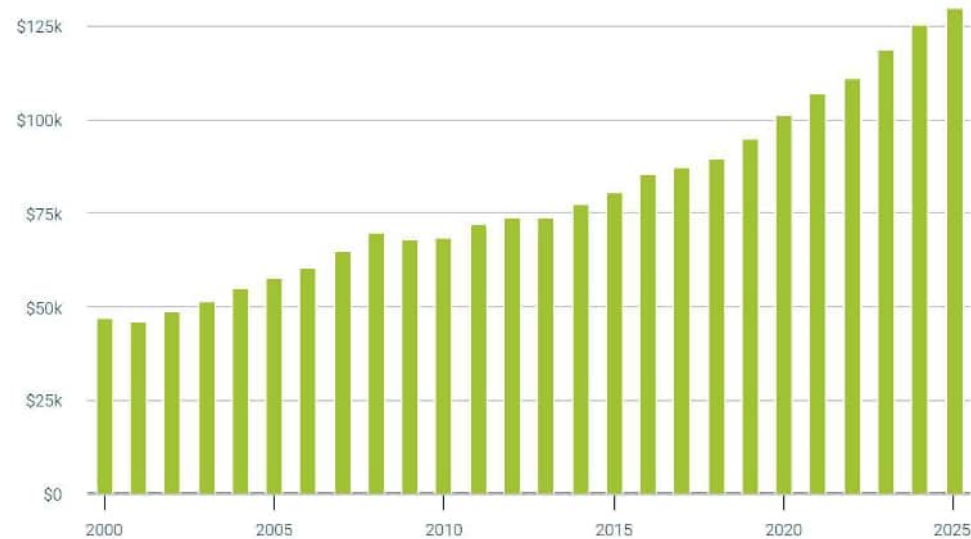
There has been a steady increase in average household income across the sub-region since 2020. The growth rate has slowed, picked up and slowed again since 2020. This is tied to market conditions and the wider economy.



Mean Household Income and Mean Household Income Growth, Tauranga City, 2000 - 2025¹

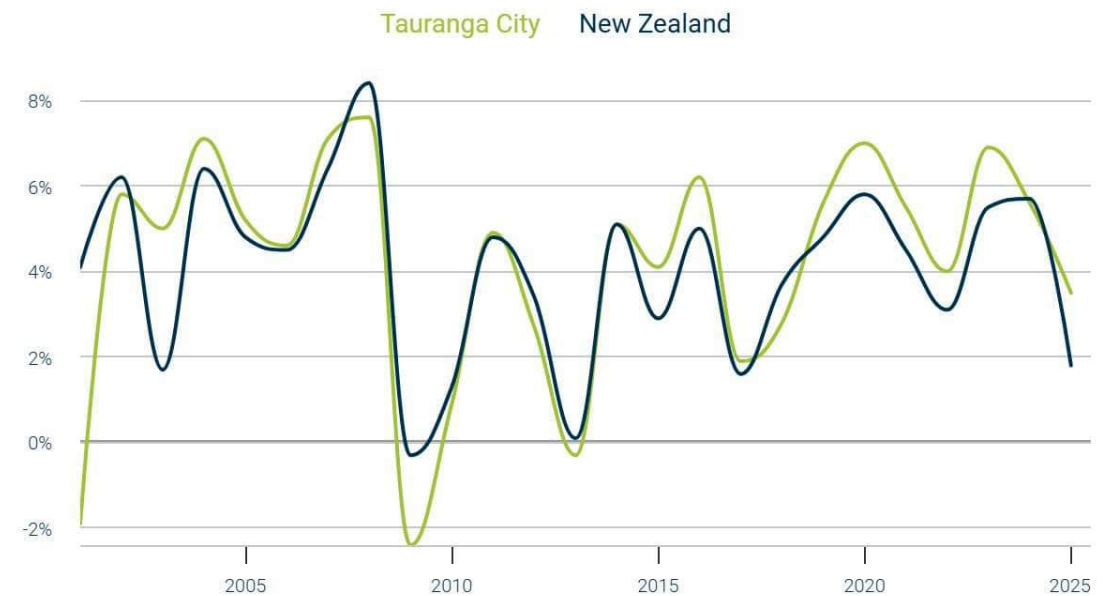
Mean household income

March years, current prices



Mean household income growth

Annual % change, March years



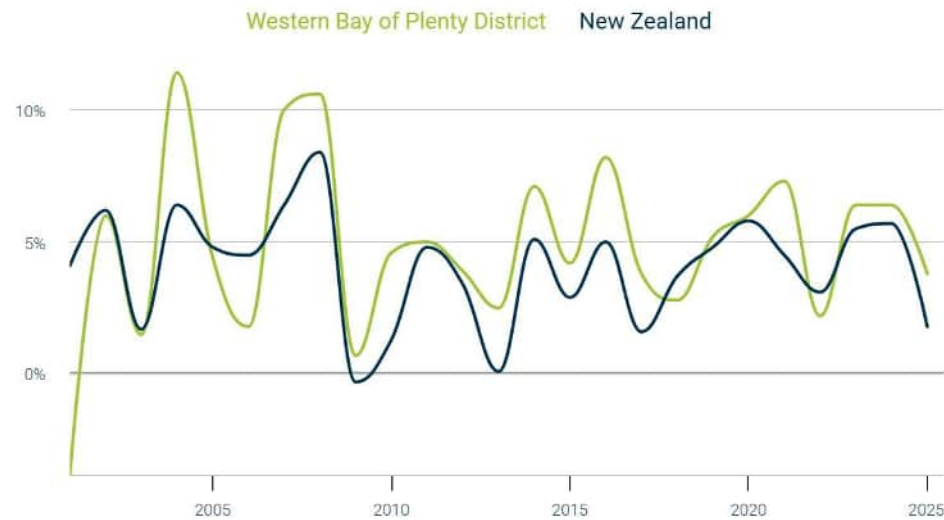
¹ Infometrics and Priority One: [Regional Economic Profile | Tauranga City | Household income](#)



Mean Household Income and Mean Household Income Growth, Western Bay of Plenty District, 2000 - 2025²

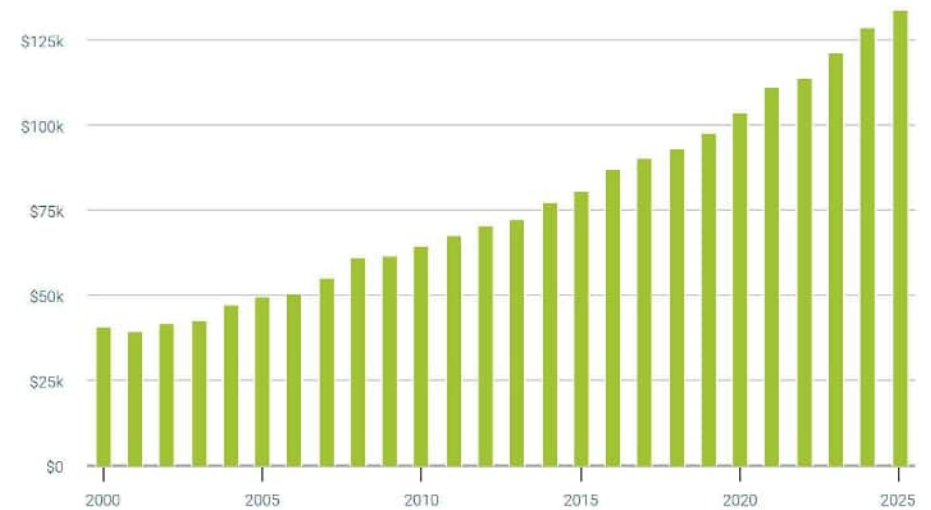
Mean household income growth

Annual % change, March years



Mean household income

March years, current prices



² Informetrics and Priority One: [Regional Economic Profile](#) | [Western Bay of Plenty District](#) | [Household income](#)



Implementation Plan – BAU Existing Actions

Committee name	SmartGrowth Leadership Group
Meeting date	Monday, 15 December 2025
Author(s)	Craig Batchelar – SmartGrowth Strategic Advisor Nichola Lennard – SmartGrowth Technical Advisor
Purpose	To provide SLG with an update on the Business as Usual/Existing Actions in the SmartGrowth Implementation Plan

Executive Summary

In addition to the Key Actions that are reported each quarter, the SmartGrowth Implementation Plan contains a number of Business as Usual or Existing Actions that the partners currently undertake which are critical to the implementation of the Strategy. These are actions that are not cross boundary and do not require a SmartGrowth partnership focus. When the Implementation Plan was approved, SLG requested that these actions be reported annually.

This report provides the first annual update of these actions as outlined in Appendix 1.

Recommendations

That the SmartGrowth Leadership Group:

1. **Receives** the report “Implementation Plan – BAU Existing Actions”.
1. **Approve** the removal of the two actions shown in strikethrough.
2. **Note** the annual update on BAU existing actions provided in Appendix 1.

Background

The Implementation Plan is a requirement of the National Policy Statement on Urban Development.

The SmartGrowth Implementation Plan was first adopted by the SLG in 2024 and was updated in June 2025.

The Implementation Plan sets out the key actions required to implement the SmartGrowth Strategy. The key actions that SmartGrowth needs to implement are reported each quarter to the SLG. Along with the key actions the Implementation Plan contains a number of Business as Usual or Existing Actions that the partners currently undertake which are important also critical to the implementation of the Strategy. These are actions that are not cross boundary and do not require SmartGrowth partnership focus.

BAU/Existing Actions

When the Implementation Plan was approved, SLG meeting it was requested that the BAU / Existing Actions be reported on an annual basis. Attached to this report as **Appendix 1** is a list of the BAU actions along with what has occurred in the past year and what is planned for next year.

In summary, the reporting indicates the following:

- Gathering momentum on enabling infrastructure, such as electricity upgrades, major progress on Takitimu North Link, and continued waters planning across all corridors.
- City centre regeneration advancing, with Te Manawataki o Te Papa construction well underway and key facilities on track for 2026 openings.
- PDA progress well-monitored and on track, with all major growth areas (Te Papa, Ōmokoroa, Tauriko West, Te Tumu, Rangiuru, Papakāinga) progressing through the quarterly PDA tracker.
- Productive collaboration with central agencies, supporting hospital redevelopment planning, school network decisions, the Tauranga Urban Network Strategy, and City/Regional Deal discussions.
- Consistent tāngata whenua partnership, maintained through regular forum engagement and active papakāinga delivery initiatives.

In completing this exercise, it has become evident that the following actions are redundant as they are general approaches or explanations rather than specific actions:

- Schools: The Ministry of Education continues to work closely with the SmartGrowth partners to monitor growth and inform decisions regarding provision of additional capacity in the school network across the sub-region.
- Te Matapihi He Tirohanga Mo Te Iwi Trust “Te Matapihi” is an independent national Māori housing entity established by the Māori housing sector in 2010. Te Matapihi is an advocate for Māori housing outcomes, an independent voice for the Māori housing sector, and Māori housing policy development at central and local government levels

These are shown in strikethrough in the attached table.

The majority of the actions in the list are currently being progressed effectively. Good progress has been made in the 2025 year with more planned for 2026. Where there has been slow progress this is largely the result of funding challenges.

Appendix 1 – BAU Actions

SmartGrowth Implementation and Funding Plan: Business as Usual Existing Actions

Annual Programme: January – December 2025

Action Number	Key Actions (Lead)	Proposed Timeframe	Last Year (Jan-Dec 2025)	Next Year (Jan-Dec 2026)
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Sub-Regional Key Actions

	Electricity Transpower and Powerco progressing a range of upgrades and investments in the distribution and transmission networks to meet long-term growth including, new interconnecting transformers; establishing new Grid Exit Points; new 220 kV and/or 110 kV transmission lines and non-transmission solutions such as demand response.	Short term	Transpower and Powerco have been meeting with councils, other infrastructure operators, agencies and major electricity users to share their approach and gain an understanding of the region's needs and aspirations. In June 2025, the Commerce Commission announced that it will support Transpower's proposal to invest \$83 million into electricity infrastructure in the region.	Work is expected to start on these infrastructure upgrades in 2026. The work is planned to be Reported in stages, with the overall regional development work being finished by the end of 2032.
	Tauranga Hospital Potential redevelopment of Tauranga Hospital, including consideration of existing site and 'greenfield' opportunities (including Greerton Maarawaewae), to the meet the health needs of the growing population.	Medium term	Te Whatu Ora - Health NZ is progressing a business case for the future hospital development, which includes testing options over the existing site. At the time of writing the business case is still under development and no decisions have been made.	Business case will be further progressed.
	Schools The Ministry of Education continues to work closely with the SmartGrowth partners to monitor growth and inform decisions regarding provision of additional capacity in the school network across the sub-region.			
	Regional Parks The Noble family gifted the new regional park on Hot Springs Rd, Katikati to the BOPRC. BOPRC is investing to undertake improvements and protect the significant biodiversity of the park and improve community recreation opportunities	Short term	The Hot Springs Road, Katikati regional park is unlikely to be opened to the public before 2028. Funding for development of the park is a limitation to how fast this can go. There is a plan to seek additional funding in the next LTP.	Additional funding to be sought in the next LTP.
	Tauranga Urban Network Strategy (Waka Kotahi)	Short term	Work on this study will begin in early February 2026 and is scheduled for completion by late 2026. Its main function is to identify activities that address transport challenges and advance overall transport outcomes over time. Early outputs will include identifying activities suitable for inclusion in the 0–10-year State Highway Investment Proposal (SHIP), the Regional Land Transport Plan, and National Land Transport considerations.	Work to get underway and be Reported by the end of 2026.

Action Number	Key Actions (Lead)	Proposed Timeframe	Last Year (Jan-Dec 2025)	Next Year (Jan-Dec 2026)
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Central Corridor

	Three Waters Three Waters Projects, particularly stormwater to support Te Papa/Cameron Rd intensification. Stormwater is particularly challenging and important for the central corridor.	Short term planning; medium to longer term delivery	Ongoing development of stormwater management plans along the corridor, including Greerton and Gate Pa areas.	Investigating specific projects within the stormwater management plan area to address stormwater issues. I.e. Stormwater upgrades along Avenues / Cameron Road to alleviate issues, and potential benefits for surrounding property including APL.
	Te Manawataki o Te Papa (city centre) Library, museum, community hub space, waterfront public realm upgrades including destination playground. This is a flagship project for the city centre that will provide important community space and help to support intensification outcomes.	Short term - delivery	Funding approved and construction underway. Waterfront public realm incl. destination playground – Northern Waterfront Reserve opened late 2024.	Construction continues. Library and Community Hub planned opening in October 2026; Museum and Civic Whare planned opening in July 2028.
	Community Infrastructure Community infrastructure to support growth and meet required levels of service, including provision of new and improved existing open spaces and community facilities such as Blake Park, Pōteriwhi and Memorial Park Pool, Baypark community sports hub.	Short term, ongoing	Links Ave artificial turf opened, expected to provide additional hours for football use. New community centre opened in Merivale.	Development of netball centre at BayPark (subject to Council review). Development of community centre at Pukehinahina Gate Pā.
	Green Space Provision of an interconnected network of open spaces, reserves and ecological corridors.	Short term, ongoing	Upgrade of Liston Park to provide additional play opportunities with design work underway for an upgrade of Allan McBride Reserve. Refresh of the Kōpūrererua Valley Plan is underway to ensure ongoing investment in ecological and recreational linkages.	Completion of Kōpūrererua Plan and development of implementation and funding plan Completion of Allan McBride Reserve upgrade. Investigation into development of shared pathway down 17th Avenue to connect with recreational area and entrance to Kōpūrererua Valley.
	Education - growth likely to be accommodated in existing school network.	Short term	The Ministry of Education has worked closely with the SmartGrowth partners to monitor growth to inform school network decisions across the central corridor.	The Ministry of Education will continue to work closely with the SmartGrowth partners.
	Te Papa Monitoring Te Papa delivery through PDA tracker.	Short term	Reported as part of the quarterly PDA tracker.	Reported as part of the quarterly PDA tracker.
	Marae and Papakāinga Ongoing monitoring of the 12 Marae in TCC and Te Whetu o Te Rangi Marae Welcome Bay which is in WBOPDC area and Māori Land Trusts through the Papakāinga PDA.	Short term	Reported as part of the quarterly PDA tracker.	Reported as part of the quarterly PDA tracker.
	Tāngata whenua engagement with Te Rangapū Mana Whenua o Tauranga Moana Forum at the Tauranga City Council		Engagement is ongoing as and when is required.	Engagement is ongoing as and when is required.

Action Number	Key Actions (Lead)	Proposed Timeframe	Last Year (Jan-Dec 2025)	Next Year (Jan-Dec 2026)
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Northern Corridor

	SH2/Ōmokoroa intersection and Francis Road / Industrial Road intersection on Ōmokoroa Road	Short term	Construction of a new interim roundabout at the State Highway 2 Ōmokoroa Road intersection with four-lane tapers and highway improvements is well underway. Ōmokoroa Road - Work starts in April 2025 and continues through to May 2026. The Industrial Road is currently under construction.	Construction work continues.
	Ōmokoroa Structure Plan stage 3 implementation – roading (developer delivered)	Short term	Roading upgrades underway.	Work will continue.
	Tākitimu North Link Stage 1 - connecting Tauranga and Te Puna with a new fourlane expressway and shared path. Construction is already underway.	Short term	Stage 1 is well advanced in construction, with the 3,000,000m3 earthworks programme due to complete this summer. 4 of 10 bridges are complete (Minden Road, Minden Gully off-ramp, Wairoa Road, Cambridge Road), and the remaining 6 bridges well progressed. As earthworks nears completion the focus shifts to drainage and pavement construction.	Construction continues. Current completion date 2028.
	Ōmokoroa - reserves and open space	Short term	Active Reserve Site (approx. 10ha in size) on the corner of Prole Road and Ōmokoroa Road has been designated for Reserve (refer to Appendix 5 of the District Plan).	Active Reserve Site (approx. 10ha in size) on the corner of Prole Road and Ōmokoroa Road has been designated for Reserve (refer to Appendix 5 of the District Plan).
	Planning for Ōmokoroa school provision	Medium term	The Ministry of Education has worked closely with the SmartGrowth partners to monitor growth to inform school network decisions across the northern corridor. A school site has been purchased and designated for education. At present there is not enough demand for a school to be built but MoE will reassess the need for a secondary school in Ōmokoroa annually.	The Ministry of Education will continue to work closely with the SmartGrowth partners.
	Monitoring Ōmokoroa delivery through PDA tracker.	Short term	Reported as part of the quarterly PDA tracker.	Reported as part of the quarterly PDA tracker.
	Marae and Papakāinga Ongoing monitoring of the 11 Marae including 4 Marae on Matakana and Rangiwaia Islands and Māori Land Trusts through the Papakāinga PDA	Short term	Reported as part of the quarterly PDA tracker.	Reported as part of the quarterly PDA tracker.
	Tāngata whenua engagement with Te Kāhui Mana Whenua o Tauranga Moana Forum at the WBOPDC.	Ongoing	Engagement is ongoing as and when is required.	Engagement is ongoing as and when is required.

Western Corridor

Action Number	Key Actions (Lead)	Proposed Timeframe	Last Year (Jan-Dec 2025)	Next Year (Jan-Dec 2026)
	Structure Planning for Keenan Rd	Short term	Reported as part of the quarterly PDA tracker.	Reported as part of the quarterly PDA tracker.
	Keenan Road access to planned urban growth	Short term	Initial business case investigations have been undertaken.	Update findings from business case following further refinement of structure planning for Keenan Road.
	Tauranga Crossing bus facility improvements	Short term	Construction of new intersections on Taurikura Drive and construction of new on-street bus stops started in May 2025. Construction is ongoing.	Construction works expected to be Reported by mid 2026. TCC is investigating options for the location and funding of a future off-road public transport in Tauriko. In the meantime council is delivering improved bus facilities on Taurikura Drive.
	Tauriko West Spine Road - developer delivered	Short term	The northern portion of the spine road has been included in Classics' Resource Consent Application.	Subject to Resource Consent, construction is expected to commence in 2026.
	Tauriko West Enabling Works (transport)	Short term	Enabling works are underway	Construction continues, separable portion one (Redwood Lane roundabout) is scheduled for completion early 2026, and Separation Portion 2 (northern access and Cambridge Rd intersection) is scheduled for completion mid-2027.
	Western Corridor Ring Route (SH29-SH36) - further planning and route protection.	Short – Long term	Work has not yet progressed.	
	Western Corridor - Three Waters Enabling Works	Short term planning; medium to longer term delivery	Planning Reported and construction commenced as part of transport enabling works.	Construction ongoing.
	Western Corridor – Water Supply & Wastewater - Stages 1 & 2 and Stages 3 & 4		Ongoing planning for western corridor growth areas including network planning and feasibility studies.	High-Level Cost Assessment for Wastewater Treatment Plant option, and downstream infrastructure capacity reviews. Ongoing stormwater investigations for growth areas. Further detailed water supply investigations to align with growth areas.
	Relocation and expansion of Tauriko School, establishment of a new co-educational secondary school, possible educational provision elsewhere in the Western Corridor as growth proceeds.	Medium/Long term	The Ministry of Education is working closely with the New Zealand Transport Agency and Kāinga Ora to secure a suitable site in the future Tauriko West community to relocate Tauriko School. MoE continues to work closely with the SmartGrowth partners to monitor growth and inform school network decisions across the wider western corridor.	The Ministry of Education will provide an update once a suitable site for Tauriko School has been identified and secured and will continue to work closely with the SmartGrowth partners to monitor growth to inform school network decisions across the wider western corridor.
	Delivery of community infrastructure to support growth and meet required levels of service including Tauriko West active reserve and community facilities, Western Corridor active reserves and indoor sports centre.	Short term	Planning and feasibility.	Planning and feasibility.
	Provision of an interconnected network of open spaces, reserves, and ecological corridors.	Short term	Kiriwehi Reserve (The Lakes) under development.	
	Monitoring Tauriko West delivery through PDA tracker.	Short term	Reported as part of the quarterly PDA tracker.	Reported as part of the quarterly PDA tracker.

Action Number	Key Actions (Lead)	Proposed Timeframe	Last Year (Jan-Dec 2025)	Next Year (Jan-Dec 2026)
	Marae and Papakāinga Ongoing monitoring of the Akeake / Taumata Marae located in the upper Pyes Pa Road area and Māori land Trusts through the Papakāinga PDA.	Short term	Reported as part of the quarterly PDA tracker.	Reported as part of the quarterly PDA tracker.
	Tāngata whenua engagement with Te Kāhui Mana Whenua o Tauranga Moana Forum at the WBOPDC.		Engagement is ongoing as and when is required.	Engagement is ongoing as and when is required.

Eastern Corridor

	Wairakei WWPS to Te Maunga WWTP	Short term	Planning and investigations to identify the preferred network to service the eastern corridor growth (e.g. Eastern Corridor Wastewater Study).	Conclude Eastern Corridor Wastewater Study and make decisions on recommendations. Future stages of investment will depend on outcomes of the Te Tumu /eastern corridor wastewater study.
	Wairakei to Kaituna Stormwater Overflow – Phases 1 & 2	Short term	Ongoing investigations to underpin the development of the resource consent application for the overflow and its integration with structure planning for Te Tumu.	Ongoing investigations to underpin the resource consent application for the overflow and continue to integrate this work with the structure planning for Te Tumu.
	Te Puke Wastewater Treatment Plant Upgrade Note: Te Puke WWTP is now called <u>Gordon Street WWTP</u>	Short term	<ul style="list-style-type: none"> Contract award: NZ\$96 million Design & Build contract confirmed with McConnell Dowell in October 2025. Programme: Design phase underway (Nov 2025 – Aug 2026). Ground-improvement works scheduled to start Jan 2026, with full construction commencing April 2026. Commissioning and optimisation to follow through early 2028. Overall status: Project on track with agreed programme and budget; early collaboration between Council, McConnell Dowell and the design team progressing well.	<ul style="list-style-type: none"> Finalise and approve management plans and design deliverables by February 2026. Begin site establishment and enabling works in March 2026.
	Te Tumu Plan Change and Structure Planning - Complete the structure plan development and delivery of the Tumu Plan Change; in parallel, undertake further feasibility, funding and financing work to respond to funding gaps and needs to enable delivery.	Short term	Covered as part of the quarterly PDA tracker.	Covered as part of the quarterly PDA tracker.
	Te Tumu Trunk Mains (Waters)	Short term planning, long term delivery	Planning	Planning; need to understand implications of Bell Road Fast Track development proposal.
	Resolve access to Te Tumu: Securing infrastructure corridors through Tumu Kaituna 14 (TK14) land.	Short term	Covered as part of the quarterly PDA tracker.	Covered as part of the quarterly PDA tracker.

Action Number	Key Actions (Lead)	Proposed Timeframe	Last Year (Jan-Dec 2025)	Next Year (Jan-Dec 2026)
	Papamoa East Interchange	Short term	NZTA agreed with TCC on an early opening of the Pāpāmoa East Interchange eastbound off-ramp ahead of the full interchange completion in mid-2026. The eastbound off-ramp opened 26 August 2025.	The project is expected to be Reported and opened fully in early March 2026
	Te Puke Spatial Plan	Short term	Community pre-engagement Reported. Focus is now on the development of issues and options to inform a draft spatial plan to be consulted on in March/April 2026.	Formal consultation on draft Te Puke Spatial Plan will be undertaken in March/April 2026 as part of a district-wide engagement process. This process will also cover Council's three other spatial plans and pre-engagement on the Long-Term Plan 2027-37. Formal consultation on the draft spatial plan will be done by way of a special consultative procedure (SCP) over a period of one month where the community will be provided with the opportunity to provide feedback in both informal and formal (hearing) settings. Adoption is expected to occur in June 2026.
	New schools in Te Tumu if that development proceeds. Te Kāinga would require careful consideration of school network provision	Medium/Long term	The Ministry of Education has worked closely with the SmartGrowth partners to monitor growth to inform school network decisions across the eastern corridor.	The Ministry of Education will continue to work closely with the SmartGrowth partners.
	Te Kāinga Strategic Case in partnership with HUD.	Short term	A Strategic Assessment was Reported in 2022. Part of City/Regional Deal discussions.	Part of City/Regional Deal discussions.
	Tāngata whenua engagement with Te Ihu o te Waka o Te Arawa Forum at the WBOPDC.	Ongoing	Engagement is ongoing as and when is required.	Engagement is ongoing as and when is required.
	Delivery of community infrastructure to support growth and meet required level of service, including: Wairakei/Te Tumu active recreation and community facilities.	Short term (medium to longer term delivery in Te Tumu)	Gordon Spratt Reserve and Alice Johnson Oval master planning – construction of new facilities for sports clubs. Planning and feasibility – additional sports facilities.	Gordon Spratt Reserve and Alice Johnson Oval master planning – construction of new facilities for sports clubs. Planning and feasibility – additional sports facilities. The Te Tumu active reserve is part of negotiations between TCC and TK14 that are advancing.
	Provision of an interconnected network of open spaces, reserves, and ecological corridors.	Short term	Opening of new playground at Emerald Shores Reserve to provide required level of service in Pāpāmoa East. Investment into additional planting to address low canopy cover in this area.	Ongoing investment to increase tree canopy and reduce heat island effect. Simpson Reserve – destination play space (design, engagement, construction) Taylor Reserve landscape plan implementation Papamoa shared path extension.
	Monitoring delivery of Rangiora, Te Tumu and Te Kāinga through PDA tracker.	Short term	Reported as part of the quarterly PDA tracker.	Reported as part of the quarterly PDA tracker.
	Marae and Papakāinga	Short term	Reported as part of the quarterly PDA tracker.	Reported as part of the quarterly PDA tracker.

Action Number	Key Actions (Lead)	Proposed Timeframe	Last Year (Jan-Dec 2025)	Next Year (Jan-Dec 2026)
	Ongoing monitoring of the 11 Te Arawa Marae and Māori Land Trusts through the Papakāinga PDA			

Māori Housing / Papakāinga

15-01	Collaboration with Iwi Post-Settlement Governance Entities (PSGE) regarding opportunities to utilise and develop settlement properties for Māori housing in WBOP sub-region (Councils)	Medium term	Check-in and monitor the progress on the Ngāti Ranginui and Ngāi Te Rangi Iwi Treaty settlement outcomes in 2025/26.	Check-in and monitor the progress on the Ngāti Ranginui and Ngāi Te Rangi Iwi Treaty settlement outcomes in 2025/26.
	The SmartGrowth Western Bay of Plenty Te Keteparaha mō ngā Papakāinga (Māori Housing Toolkit) 2019.	Ongoing	Monitoring its use and application by marae and Māori land trusts is ongoing. Supporting council kaupapa Māori teams, marae, and Māori land trusts as in when required to work through the toolkit is ongoing.	Monitoring its use and application by marae and Māori land trusts is ongoing. Supporting council kaupapa Māori teams, marae, and Māori land trusts as in when required to work through the toolkit is ongoing.
	Marae and Papakāinga Monitoring the delivery of Māori Housing / papakāinga on Marae, Māori Land Trusts, Iwi Housing providers and other options through the PDA tracker.	Short term	Reported as part of the quarterly PDA tracker.	Reported as part of the quarterly PDA tracker.
	The delivery of Māori housing development workshops, and support services in the western Bay of Plenty subregion by Ara Rau Tāngata Inc.	Short term and ongoing	Underway, Ara Rau Tangata conference being held on 28 November 2025.	Conference likely in 2026.
	Te Matapihi He Tirohanga Mo Te Iwi Trust “Te Matapihi” is an independent national Māori housing entity established by the Māori housing sector in 2010. Te Matapihi is an advocate for Māori housing outcomes, an independent voice for the Māori housing sector, and Māori housing policy development at central and local government levels			
	Western Bay of Plenty District Council’s Papakāinga Plan Change 96.	Short term	Proposed NES-Papakāinga has been consulted on – awaiting decisions. Plan Change is on hold awaiting further details of what national direction will require.	Implementing national direction.

Resource Management Reforms

Committee name	SmartGrowth Leadership Group
Meeting date	Monday, 15 December 2025
Author(s)	Craig Batchelar – SmartGrowth Strategic Advisor Nichola Lennard – SmartGrowth Technical Advisor
Purpose	To provide SLG with an update on the resource management reforms and early preparation for a SmartGrowth submission

Executive Summary

The Government announced earlier this year that the Resource Management Act 1991 will be replaced with two new acts, the Planning Act and Natural Environment Act. The two new Bills are likely to be introduced in late 2025 with submissions closing in early 2026.

A SmartGrowth Working Group is being set up to progress a submission on the new legislation. The submission will cover matters relevant to SmartGrowth. Given that there will be no formal SmartGrowth meetings over the submission period, it is recommended that the SmartGrowth Chairperson be delegated authority to approve the submission on behalf of the partnership.

Recommendations

That the SmartGrowth Leadership Group:

1. **Receives** the report “Resource Management Reforms”.
2. **Notes** that a Working Group will be set up to prepare a submission on the resource management reform bills.
3. **Recommends** that the approval of a SmartGrowth Submissions on the resource management reforms bills be delegated to the SmartGrowth Leadership Group Chair.

Background

The Government announced earlier this year that the Resource Management Act 1991 will be replaced with two new acts, the Planning Act and Natural Environment Act. The two new Acts will clearly distinguish between land-use planning and natural resource management, while putting priority on the enjoyment of private property rights.

The Expert Advisory Group released its Blueprint for Resource Management Reform report in March 2025, and Cabinet has made decisions on the shape of the replacement legislation.

The Minister for RMA Reform has announced that the two new bills will be introduced in late 2025. This means that the submission period is likely to run from either December 2025 or January 2026 to January or February 2026. This is a period where there are no regular scheduled SmartGrowth meetings.

SmartGrowth Submission

SmartGrowth submitted on the National Direction proposals, including the Going for Housing Growth Discussion Document. A National Direction Submission Working Group was set up to progress these submissions. A similar working group is proposed for the submission on the new legislation. The submissions Working Group does not include Central Government given the conflict of interest.

While we do not know the exact dates yet, a SmartGrowth review of the proposal and preparation of a submission will most likely need to occur over December and January.

The key areas of focus for the review and submission are likely to be:

- Regional Spatial planning
- Housing growth targets
- Priority Development Areas
- Responsive planning
- Rural-urban boundaries
- Intensification
- Infrastructure
- Impacts of proposals on Māori
- Decision-making processes
- Transitional provisions
- Any other matters which affect the SmartGrowth Strategy and its implementation

The terms of reference for the National Direction Submission Working Group have been updated to reflect the upcoming submission. This is attached as Appendix 1.

The process will be similar to the previous review and submissions where the Working Group discusses and agrees the submission points, with delegation to the SmartGrowth Chairperson to authorise the submission on behalf of the partnership. If there is a lack of agreement on a particular point, then the SmartGrowth submission will not include that matter.

Appendix 1: Submission Working Group TOR

SmartGrowth Submissions Working Group – Terms of Reference

10 October 2025

Membership:	<p>Core contributors (Lead): <u>TBC</u></p> <ul style="list-style-type: none"> • Tauranga City Council – Andy Mead, Carl Lucca • Western Bay of Plenty District Council – Tracey Miller, Natalie Rutland • Bay of Plenty Regional Council – Adele Hadfield, Manini Abernethy • Matthew Kilpatrick – Transport System Plan TBC • SmartGrowth Strategic Advisor – Craig Batchelar • SmartGrowth Technical Advisor – Nichola Lennard • Tu Pakari Advisor – Elisha Rolleston <p>Other Contributors</p> <ul style="list-style-type: none"> • Additional subject experts may be involved as required.
Purpose:	To coordinate a SmartGrowth Partnership submission on Resource Management reform bills, with a focus on spatial planning and growth management matters.
Scope	<p>The joint submission will cover matters of strategic importance to the western Bay of Plenty sub-region, including:</p> <ul style="list-style-type: none"> • Regional Spatial planning • Housing growth targets • Priority Development Areas • Responsive planning • Rural-urban boundaries • Intensification • Infrastructure • Impacts of proposals on Māori • Decision-making processes • Transitional provisions • Any other matters which affect the SmartGrowth Strategy and its implementation
Meetings:	<p>Will depend on timing of the draft legislation.</p> <p>Meetings will likely be required in December 2025 and January 2026 or as required.</p>



Our Energy Future

Energy in Western Bay of Plenty Subregion

An analysis of our regional energy context across stationary energy, transport and industrial process heat.



Executive Summary

Executive Summary

Energy in the Western Bay subregion

An analysis of our regional energy context across stationary energy, transport and industrial process heat.

Author: Timothy Allan Contributors: Mike Pond.

Complex energy needs

Tauranga and the Western Bay have a complex range of energy needs that are being driven by: significant GDP growth (averaging 4.6% CAGR); additional step loads to industrial energy demand; and the drive to decarbonise to maintain social license and competitiveness in offshore markets.

Disconnection and a lack of engagement

Priority One has been involved with a range of central government led initiatives; Regional Energy Transition Accelerator (RETA), MBIE Energy Strategy, and the Transpower Major Capex Proposal. This has illustrated a disconnection between stationary energy and transport energy and demonstrated a lack of engagement and coordination within the wider industry and local government.

The result could be ongoing and significant constraints to both growth and the economy and an inability to effectively transition to low carbon fuels. To establish this energy strategy, we have taken a deliberately broad look, encompassing stationary energy, industrial process heat, and transport.

National context

New Zealand's renewables have reached 88% of 'electricity' generation in 2023. When we step back and look at total 'energy' consumption (including refined oil products such as petrol, diesel, and aviation fuel) renewables have dropped to 30.1% of our total. Energy self-sufficiency and energy intensity have declined or remained static.

Regional challenges

Regionally, we have limited electricity generation and are a net importer via the grid. Most of the Bay of Plenty generation is at the eastern end of the region (around Kawerau) but the bulk of the load is near the western end (near Rotorua and Tauranga), so power flow within the region is generally from east to west (Transpower 2023). There is one dominant 220kV double circuit into the region, which presents resilience issues should anything impact that line.

There is a limited amount of non-transmission solutions (solar, geothermal, batteries etc) at scale deployed either residentially or commercially.

Freight and logistics

The region has the largest port in New Zealand, the Port of Tauranga which transacts 50% of the value of goods exported by the region. The Bay of Plenty Regional Council completed a Community Carbon Footprint in 2021, this highlighted that the largest contributor to the region's emissions was transport at 44% (when marine freight is considered). The region's emissions have increased 12% in between the reporting periods of 2015/16 and 20/21. Transport emissions are hard to shift with technologies

like hydrogen and biofuels for heavy vehicles and green methanol for shipping offering potential pathways to decarbonisation.

Industrial process heat

The Regional Energy Transition Accelerator (RETA) highlighted that 88% of the region's industrial process heat emissions are from natural gas. This is largely due to the fact the region has reticulated gas supply. This contributes 4.8% of the gross emissions to the region.

It anticipated due to international commitments and national policy and environmental statements, alongside changing consumer preferences, that gas demand will decline alongside declining supply from existing gas fields. This presents a challenge for regional process heat users. Biogas and biomethane have been investigated as a potential pathway for replacing natural gas, as it has the ability to utilise the same infrastructure.

Future of electricity

Starting in 2023, Transpower and Powerco entered a major capital expenditure process in the Western Bay. As a part of this, they formulated a set of consultation documents that looked at the electricity demand growth and resulting challenges through to 2050.

"As demand continues to grow in the Western Bay of Plenty, transmission constraints will emerge.... To supply the fast-growing forecast load requires development within the distribution network as well as the transmission system"

Transpower and Powerco have taken both a top-down and bottom-up review of demand through to 2050, looking at the base growth, step loads (new demand from manufacturing and other new developments etc.), uptake of EVs, decarbonisation of industrial processes and transport, along with the uptake of solar and battery storage. Our peak (winter) demand is projected to increase from just under 300MW to just over 500MW, while total energy demand annually rises from 1.3TWh to over 2.4TWh in 2050. Step loads are expected to play a major role in driving growth in the region in the next 10 years, contributing 84MW to 108MW to peak growth by 2030.

Pathway to Net Zero.

New Zealand signed-on to the legally binding Paris Agreement, which commits the country to achieve net-zero emissions by 2050. In addition, the country has established an interim target of a 10% reduction in emissions from 2017 levels by 2030. Internationally, there are incoming directives that will impact our exporters such as the Carbon Border Adjustment Mechanism (CBAM), which is aimed at preventing carbon leakage across borders with countries that have less stringent climate policy. This creates an imperative for businesses to decarbonise over the next 25 years.

Technical, economic and political uncertainty

Business have expressed there is considerable technical, economic and political uncertainty. This is impacted by changing policy and regulatory settings (both here and abroad), evolving customer preferences, a rapidly evolving macro-economic environment, and the difficulty of selecting the right technology before mainstream adoption. The future, security and cost of energy were front of mind for businesses across the spectrum.

Regional opportunities

Within our region there are specific technologies which could be further developed for commercial application including Geoheat, biomass, and biomethane. These can reduce the region's GHG

emissions and improve our energy resilience. These nascent technologies need to be developed further before commercial application by regional businesses.

Interdependence

There is a high level of interdependence between stationary energy, process heat and transport energy. The solutions for decarbonisation are also highly connected and could be advantaged when considered together rather than separately. Some use the same base material (i.e. biomass) or could be made more cost effective through utilisation of new platform technologies (i.e. Geoheat).

Energy reporting

The Western Bay subregion currently does not have energy reporting across stationary, process heat and transport. This will present a challenge into the future when tracking our progress around the transition to low-carbon energy sources.

Decarbonisation is a significant regional threat

A significant part of our regional emissions is related to freight and logistics. Setting aside the debate of where these emissions should be attributed, they are hard to shift and have international commitments attached to their reduction. While there are a range of technologies available today, many require systemic change and are difficult for any one company to take ownership of. They require regional and national commitment to change.

Collaboration and coordination

Businesses have indicated a weakness in the current approach is a lack of collaboration and coordination. Most businesses are tackling the same or similar challenges in isolation and without the benefit of collective support.

Highly Regulated

The electricity sector and system in New Zealand are highly regulated. Who and how they are regulated is a key piece of information for politicians, local body analysts, businesses, consumers and investors.

Constantly evolving

Patterns of electricity demand and supply are constantly evolving - It's important to emphasise that there is not a static picture, but patterns of demand and supply are evolving rapidly. The reference to systems, loads, demands, supply and stats is not static.

Technology and Flex Markets

The role of technology and emerging flexible (flex) markets in the electricity sector are likely to play a key role in the future. Distributors are looking to utilise energy effectively across the spectrum more flexibly to meet the dynamic needs of both consumers and businesses.

Our Energy Future

The facilitated energy forums, attended by businesses within the region, developed a vision statement that articulated our energy future:

“Our region will be energy self-sufficient and a net exporter of clean energy, creating economic advantages and opportunities for growth. We will lead the way in low-carbon transport and industrial innovation, integrating energy systems with advanced infrastructure while ensuring energy equality and accessibility for every community.”

The group set out some key themes:

- 1) Strategic and collaborative planning**
 - a) Clear business, regional, and community-focused plans are essential for guiding the energy transition, supported by flexible regulatory frameworks and strong collaboration across sectors.
- 2) Innovation and technology**
 - a) Developing and deploying innovative technologies (hydrogen, solar, wind, geothermal) and energy storage systems, alongside incentivising trials and clean energy projects, will be crucial.
- 3) Policy and financial support**
 - a) Financial incentives and enabling policies are necessary to accelerate the adoption of renewables, streamline processes, and support industries in transitioning to low-emissions solutions.
- 4) Learning from others**
 - a) A key theme is to adopt proven systems and solutions from other regions, learning quickly and implementing what works best for local contexts.
- 5) Community and stakeholder engagement**
 - a) Education, awareness, and engagement with local communities and businesses are seen as vital to driving collective action and fostering a smooth energy transition.

Energy Strategy

The goal of this work was to lead into the development of an Energy Strategy on completion of this review. That would done in conjunction with and be led by business. To support this Priority One has developed a programme of work over the next 12-18 months. It is anticipated that this strategy would be completed in 2025.

The key areas we would be seeking to address:

- There is not a coordinated regional energy strategy or reporting, meaning we do not know our current and future position.
- We are reliant on a singular significant line of energy supply into the region, which is a risk to our resilience.
- Our manufacturers are reliant on gas for process heat and will need to transition away from this in the near term.
- We are a freight and logistics hub and face significant pressure to decarbonise within the next 25-year period.
- It is currently more challenging to obtain consents required to implement new technology in our region compared to elsewhere.
- The high level of uncertainty facing businesses on transition requires a more collaborative approach and support from across the spectrum to succeed.

Outcomes

For the energy strategy to effect change it needs to be action oriented. Some of the key outcomes it needs to achieve:

- a) Increase awareness and acceptance of the core issues at the regional leadership level, both politically and commercially.
- b) Drive support from business to be able to translate strategy into action with the required level of financial support.
- c) Create momentum, government acceptance, and ideally funding for this region to lead the decarbonisation of freight and logistics nationally.
- d) Network with other regions (like Taranaki) with a view to collaborate on key technology and to combine the regional support for new technology platforms and projects.

Specific actions that would lead to outcomes:

- 1) **Our Energy Future** (Priority One)
 - a) Put together a dedicated energy event to launch the energy strategy and the vision developed by our businesses and provide a catalyst for discussion and activity including:
 - i) Case studies of innovation approaches being used in our region and New Zealand to solve energy problems across stationary energy, process heat and transport.
- 2) **Support Business Transition & Resilience** (Priority One)
 - a) **Information & Education** (Priority One)
 - i) Assist businesses by providing information and education opportunities around new technologies.
 - b) Directly **support the active transition** to decarbonise energy systems and energy use regionally.
 - c) Directly **support the development of both new generation and non-transmission solutions** within the region.
- 3) **Form an Energy Leadership Group** (Business led, Priority One facilitated)
 - a) Drawn from industry and local government to coordinate our energy strategy, reporting, delivery and advocacy. Seek support and funding from the region to coordinate this activity and enable the group to perform specific research on behalf of industry.
 - i) Assist with coordinating support for research into regional energy opportunities, to bridge the gap between research and commercial adoption, such as:
 - (1) Geothermal
 - (2) Biomass
 - (3) Biogas
 - (4) Hydrogen
 - b) **Start functional reporting on energy use** for the region to understand our current position and to assist with planning.
 - c) **Develop a Regional Energy Plan** using Dynamic Adaptive Planning Pathways (DAPP) for our region.

Time of use charging legislation passed

The Land Transport Management (Time of Use Charging) Amendment Act was passed by Parliament in November and will commence in November 2026

Time of use charging schemes are aimed at reducing congestion and improving traffic flow to improve network productivity

Once commenced, local authorities will be able to initiate time of use charging schemes

Initiation will trigger the formation of a scheme board between the NZTA and local authorities

Scheme boards will develop, consult on, establish and operate charging schemes

The Minister of Transport must approve a scheme through an Order in Council process before it is put in place

[Traffic congesting-busting Bill passes third reading – Hon Chris Bishop](#)

Key changes made to the legislation by parliament

Parliament made several key changes to the Bill after it was introduced:

- requiring an independent chair for scheme boards (rather than NZTA chairing as had been proposed)
- giving the local authority members of time of use charging schemes a right to ratify key scheme board decisions, such as the decision to submit a proposal to the Minister of Transport for approval or vary a scheme
- giving scheme boards an option to propose a public transport exemption
- placing limitations on the use of revenue left over after paying scheme costs

Some technical regulations will need to be put in place before schemes can be developed

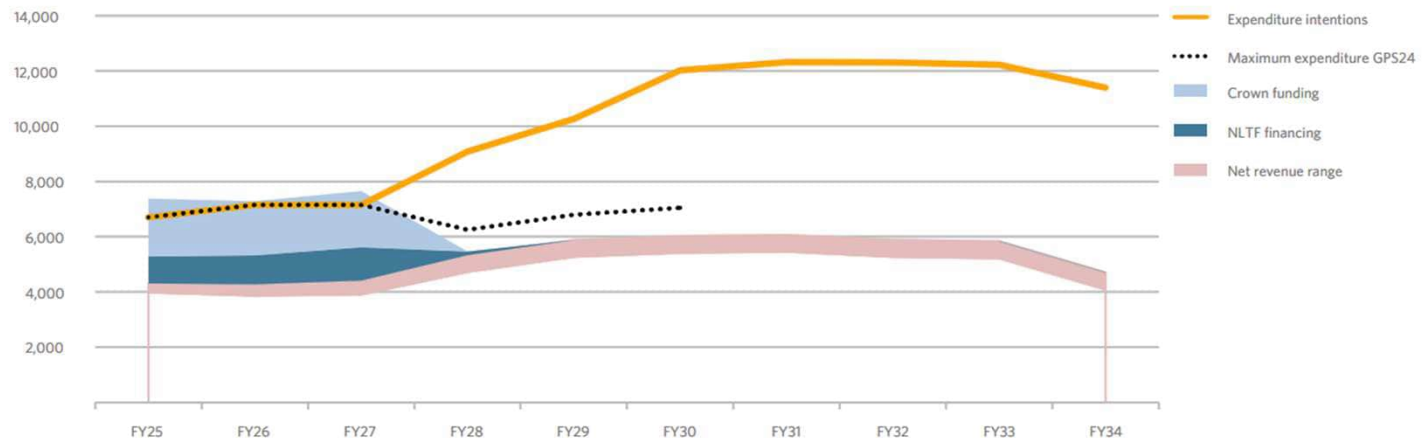
The Ministry is responsible for developing the regulations and we are likely to be consulting on them in the first half of 2026

[Land Transport Management \(Time of Use Charging\) Amendment Act 2025](#)

Time-of-use Charging and tolling

Road pricing

- Our way of pricing road use and collecting revenue will change significantly over the next few years
- Road User Charges and Fuel Excise Duty
 - The Government is working towards transitioning all petrol vehicles to Road User Charges (RUC). This will ensure that all road users are contributing fairly to the upkeep of our roads, regardless of the vehicle they drive.
 - In July 2025, Cabinet agreed to changes over the next 2 years to make the RUC system more efficient and purchasing RUC easier, in preparation for the transition of petrol vehicles.
- Time of Use Charging
 - Councils can now develop Time-of-Use Charging scheme proposals to government, in order to manage their congestion by charging people to drive on certain roads at the times when traffic is heaviest.
- Reform of Tolling Legislation
 - Proposed amendments to tolling legislation are set to be reviewed by select committee; if approved, the reforms are anticipated to become law by November 2026.



What is time-of-use charging?

What's its purpose?

To improve traffic flow and network productivity – that's what the leg. says

Is it instead of RUC or Tolling?

No

What can be its benefits?

Maximise the outcomes we get from our transport assets

Improve travel reliability for drivers

Drive efficient levels-of-use of all travel choices – eg public transport

Reduce (per veh km) transport emissions



What is it?

A variable price is charged for using a particular part of a congested network. Congestion isn't defined in the proposed legislation.

Variable depending on location, vehicle type, day and time of day.

How is it different to tolling?

Tolling is an alternative funding mechanism for a particular project. It cannot be used elsewhere.

ToU revenue can be used elsewhere on a network, as agreed between a TLA and Government.

Tolls typically apply 24/7, 365.

ToU applies during regularly congested times, when traffic flow can be improved

Tolls are governed by NZTA.

ToU will be governed by a scheme board, with 50/50 voting rights (TLA/NZTA) and an independent Chair.

Both tolls and ToU are legalised through an Order in Council, which requires the ministers approval.

Toll roads typically offer a clear benefit and let people decide if they want to pay for that benefit – say time savings. They must have a free alternative route.

ToU does not need a free alternative. The benefits come from changing travel patterns.

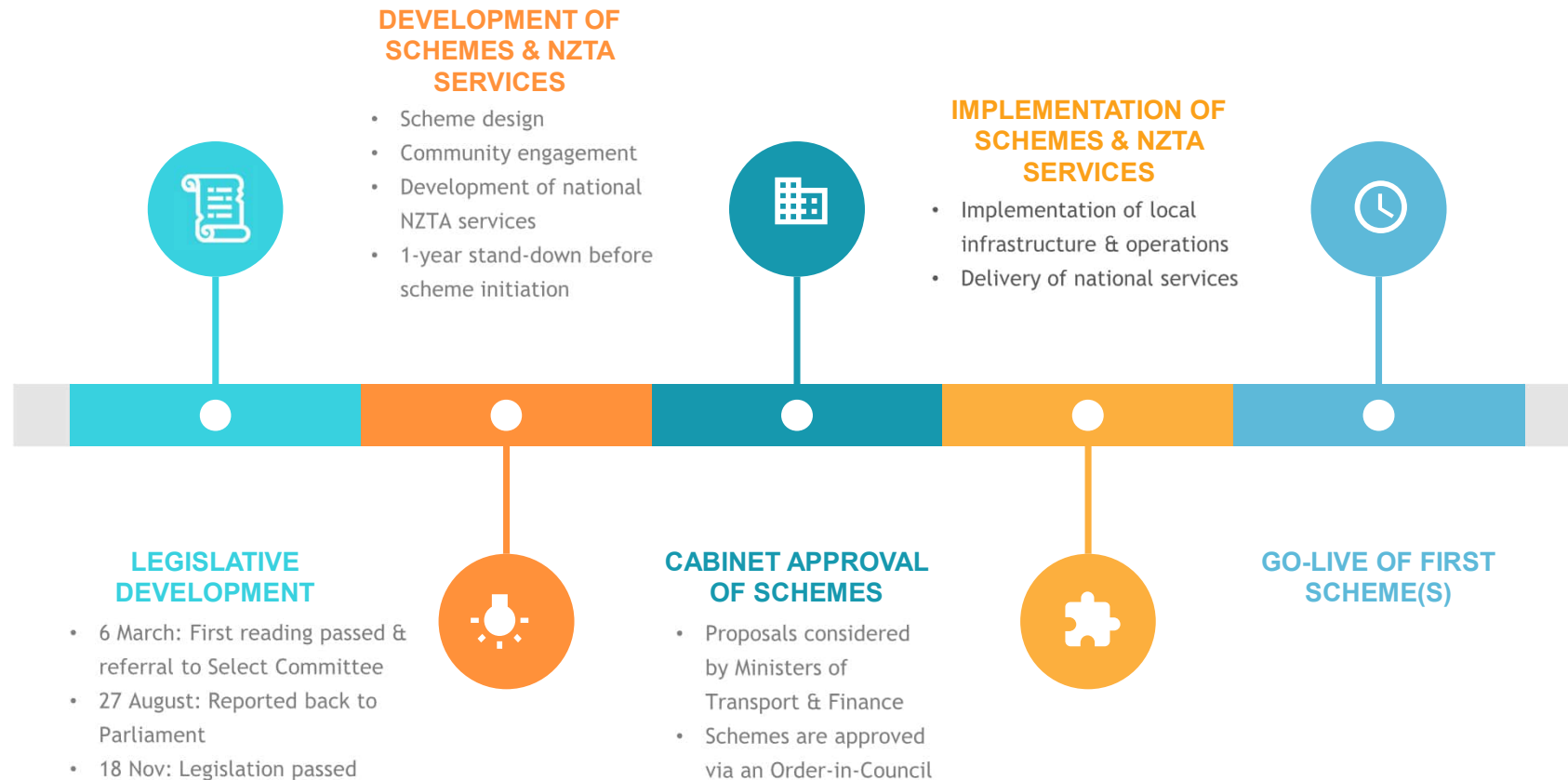


Time of Use Charging (ToUC)

Recent amendments to the LTMA empower councils to develop proposals for ToUC scheme

- Councils partner with NZTA to co-develop a scheme proposal, for joint implementation and operation.
- A proposal includes
 - the targeted traffic improvements
 - assessment of scheme impacts
 - community consultation
 - how excess revenue will be distributed back into transport projects.
- The costs of developing and operating schemes can be recovered from scheme revenue. Any leftover revenue must be invested in local transport projects as decided between the Minister and Councils.
- NZTA has started work on developing the back-office charging and billing services for schemes.
- **Getting involved:** Councils can start preparations for formal initiation now:
 - If considering initiating a scheme, councils can discuss with NZTA now how we can support you
 - We welcome your involvement in guidance we are writing about initiating and developing schemes.

Draft timeline to establish ToU Charging schemes



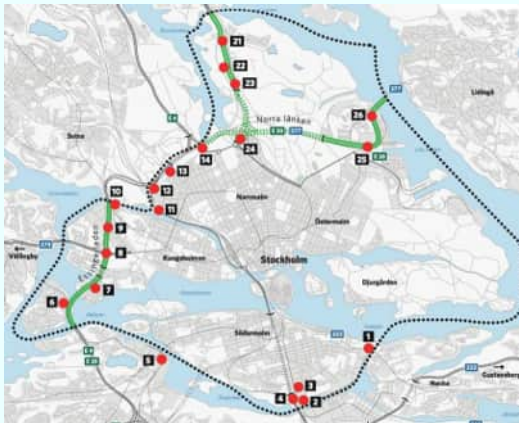
Types of schemes

- Schemes can be quite different – dependent on nature of the congestion
 - What causes the congestion and the degree of reduction needed
 - Design of the network (particularly natural bottle-necks)
 - Land-use patterns (residential vs commercial, socio-demographic patterns)
- Based on a set of common building blocks (detection points, signage, network design, speed calming)

Cordon schemes

Stockholm, New York
Auckland?

Charges vehicles when they pass through a cordon



Area schemes

London
Wellington?

Charges vehicles for any activity inside a cordon



Corridor schemes

Singapore
Tolling, Queenstown?

Charges vehicle to travel along a corridor



Tolling

Current view

- New Zealand has 3 existing toll roads:
 - Auckland's SH1 Northern Gateway (scheme established in 2009)
 - SH2 Tauranga Eastern Link (established 2015)
 - SH29 Takitimu Drive (NZTA paid \$65 million for the road to Tauranga City Council in 2015, NZTA is recovering this via notional interest from toll revenues)
- Collectively these schemes raised \$41.3 million in gross revenue in the 2023/24 financial year



Tolling

Future view

- Government Policy Statement on land transport 2024 (GPS) sets the expectation that all new state highways and significant upgrades to existing state highways are assessed for tolling suitability.
- Tolling provides funds which can be applied to the planning, design, supervision, construction, maintenance, or operation (or any combination of these activities) of the tolled road.
- Currently there are three toll roads in NZ, with a number of changes coming up, as shown below.

Existing Toll Roads

- Northern Gateway (Auckland)
- Tauranga Eastern Link
- Takitimu Drive (Tauranga)

Cabinet Approved Toll Roads, currently under construction

- Penlink (Auckland)
- Takitimu North Link (Tauranga)
- Ōtaki to north of Levin

Toll Roads approved by NZTA Board to proceed for minister confirmation

- Belfast to Pegasus
- Tauranga Eastern Link (A new toll point on an existing toll road)

Toll Roads approved by NZTA Board to proceed to the minister for consultation in 2026

- Warkworth to Te Hana

Toll Assessments underway/completed and will progress depending on funding availability

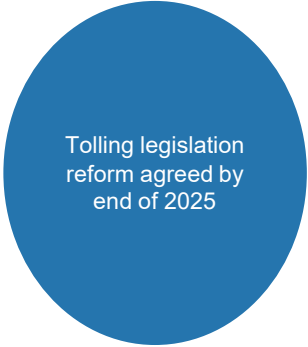
Waitemata Harbour Connections Mill Road Cambridge to Piarere Hamilton Southern Links Tauriko Hope Bypass Petone to Grenada East West Link Basin/Wellington Tunnels

Tolling reforms

Tolling reform legislation is currently progressing, with the aim of having this completed by mid-2026.

What are the key changes being made through this legislation?

- Enabling 'corridor tolling': Tolling will be enabled on sections of existing road if it is on the same corridor as a new road and users of the existing section of road get a clear, demonstrable benefit from investment in a new road.
- Managing the impact of traffic diverting from toll roads – The Bill will enable heavy vehicles to be restricted from using unsuitable alternative routes. The Bill will also enable toll revenue to fund maintenance on alternative routes if the road controlling authority cannot fund this itself.
- Adjusting toll rates for inflation: The Bill will require toll rates to increase annually to keep pace with inflation, rather than every three years as at present.
- Liability to pay a toll: The Bill will shift liability to pay a toll from the driver to the 'registered person' (typically the vehicle owner). This change will make toll collection more efficient.



Tolling legislation
reform agreed by
end of 2025